

# Fares and Parking Community Engagement Report

February 2024



## Executive Summary

### Purpose

This engagement summary report presents an overview of activities carried out as part of Sound Transit's fares and parking community engagement effort, which took place from July through November 2023. This report offers a comprehensive presentation of community engagement activities and findings regarding both fares and parking.

In this report, the "project team" refers to the Sound Transit and consultant teams that carried out this work. The Sound Transit team included staff from various departments, including Finance; Planning, Environment, and Project Development; Civil Rights, Equity, and Inclusion; Communications, Marketing, and Engagement; Government and Community Relations; Strategic Business Services; Legal; and Board Administration.

Link light rail fares and parking fees are essential sources of revenue for Sound Transit.

It's been eight years since Sound Transit increased Link light rail fares, and a planned fare increase in 2020 was postponed due to the COVID-19 pandemic. If fare revenue falls below our targets, Sound Transit's ability to deliver the quality services and expansions may be impacted.

In addition, and prior to the COVID-19 pandemic, Sound Transit's park-and-ride lots were regularly full early in the morning, making it difficult for many people to access transit. While parking demand systemwide has declined because of post-pandemic travel behavior changes, some facilities, especially those serving Link light rail, remain very full. As Sound Transit expands Link light rail in the coming years, it will be critical to maintain parking availability and reliable access for passengers.

Sound Transit launched a multilingual online open house and survey to present two Link light rail fare options and three separate parking program options. The survey asked respondents to share which options they preferred, why, their overall priorities as Sound Transit riders, and other relevant information about how they used Sound Transit services. The online open house and survey were thoroughly promoted through in-person outreach, online media, multilingual media ads, and focus groups.

**Link light rail fare key findings:** More than 4,000 people completed at least one survey question on Link light rail, fares, parking fees or demographics. Respondents had a slight preference (50.14%) for Option A, a distance-based light rail fare, as opposed to Option B, a flat fare across the service area. Although respondents had a slight preference for distance-based fares, many respondents in open-ended comments conveyed their desire for lower fares or elimination of fares altogether.

Many respondents felt that revenue could improve if Sound Transit changed the way in which it collects or enforces fares. Respondents also emphasized their desire for improved safety and enforcement of existing rider rules and policies.

**Parking fee key findings:** Almost half of respondents (48%) preferred Option A, which offered a tiered daily fee (\$2-4) with the option of reserved parking permits. 34% preferred Option C which offered a flat daily fee (\$4) without the option of reserved permits. 18% preferred Option B, which offered a wider range of variable daily fees (\$2-8) with no reserved permit option. While most respondents preferred Option A, many opposed any increase in parking fees, stating that free parking was essential for encouraging ridership. With an increase in fees, riders suggested they would opt to drive all the way to their destination.

A full description of the survey methodology, outreach activities, results, and open-ended responses are included in this report.

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# 1 INTRODUCTION

## 1.1 Project background and context

Sound Transit is considering changes to how it charges fares on Link light rail and how it manages its parking facilities. By 2026, Sound Transit will expand and open multiple new light rail stations and parking facilities. Sound Transit set out to understand passenger preferences and get direction from the Sound Transit Board of Directors throughout 2023 and into 2024 to implement any policy changes in alignment with system expansion.

Fares and parking fees are an important source of revenue in Sound Transit's financial plan and support its ability to operate rail and bus service. Sound Transit has not changed Link light rail fares since 2015. Although it had planned to do so in 2020, Sound Transit postponed making any changes due to the COVID-19 pandemic. Sound Transit's Board weighs multiple factors when considering changes to Sound Transit's Link light rail fare structure, including making fares simple for riders to understand and for staff to collect. The Board has also given direction that fares should be coordinated with other transit agencies in the region and that it needs to consider how the timing and structure of any fare changes would affect ridership. Sound Transit is not considering Link fare changes for ORCA LIFT, senior/disabled fares, or free youth fares; nor changes to Sounder or ST Express service fares.

Sound Transit is also considering changes to how it manages its parking facilities. With more people riding transit again and the doubling of Link light rail destinations with the Lynnwood Link, East Link, Downtown Redmond Link, and Federal Way Link Extensions, Sound Transit anticipates demand for spaces at parking locations to grow quickly. Transit expansion will mean more riders coming onto the system, and hence demand for parking at certain locations may exceed availability at peak times. Sound Transit is considering implementing daily fees and paid permitted parking to manage demand for parking spaces so people driving to access Sound Transit's services know that they have a reliable option for parking and taking transit. Charging for parking also means the people who use parking facilities would be contributing directly to Sound Transit's ability to provide that service.

While decisions about the parking program will be made separately from any fare structure and rate changes, Sound Transit decided to carry out community engagement on Link light rail fares and parking simultaneously. Since both topics affect how passengers will pay to use the system, Sound Transit wants to understand the comprehensive picture of how these changes would affect the total cost for passengers to access and use Sound Transit services.

### 1.1.1 Project timeline

Spring 2023	Summer/Fall 2023	Nov – Dec 2023	Q1 2024	Summer/Fall 2024
<ul style="list-style-type: none"> <li>Internal research and analysis</li> <li>Develop racial equity toolkit / equitable engagement toolkit</li> <li>Initial briefings to Sound Transit Board</li> </ul>	<ul style="list-style-type: none"> <li>Continued internal staff work and analysis</li> <li>Community engagement</li> </ul>	<ul style="list-style-type: none"> <li>Present engagement results and fare structure analysis to Sound Transit Board</li> <li>Potential Sound Transit Board action on fare rate and structure</li> </ul>	<ul style="list-style-type: none"> <li>Present daily parking management analysis to Sound Transit Board</li> <li>Potential Sound Transit Board action on parking</li> </ul>	<p><i>Lynnwood Link Extension opening</i></p> <ul style="list-style-type: none"> <li>Implementation of fares and parking decisions</li> </ul>

## 1.2 Racial Equity Toolkit / Equitable Engagement Toolkit

Sound Transit sought to carry out an equitable community engagement process for this project. To ensure that Sound Transit led with equity, Sound Transit staff from across the agency undertook an in-depth and intentional analysis utilizing Sound Transit’s Racial Equity Toolkit (RET) and Equitable Engagement Toolkit (EET). Those analyses informed the community engagement strategy is summarized in the sections that follow.

Sound Transit’s EET defines equitable community engagement as:

*“the act of ensuring the full inclusion of all voices in the community, particularly those who have been, and continue to be, denied access to power. The practices that define equitable engagement are meant to result in high levels of participation from those who are most likely to be adversely impacted by agency initiatives and who are historically excluded and underrepresented in these conversations.”*

## 1.3 Engagement Strategy Overview

As highlighted in the EET, Sound Transit sought to accomplish the following goals through this engagement process:

- Utilize different engagement tools and tactics to understand underrepresented community perspectives.
- Document community interest and follow up if other topics arise beyond the scope of this project. This information will be documented separately and maintained by the project team for future engagement efforts.

- Ensure the Sound Transit Board has a comprehensive understanding of community perspectives.
- Standardize the use of the EET as a collaborative tool for technical and engagement project staff.
- Build trust with community members by demonstrating that equitable engagement is a priority for Sound Transit.

### 1.3.1 Audiences and languages

Informed by the RET and EET analyses, Sound Transit identified the following core audiences for the project's engagement efforts:

- Existing Link passengers as well as future Link passengers, recognizing that fare changes could impact people currently taking shorter trips and those taking longer trips in the future.
- People from immigrant communities.
- People who speak a language other than English in the home.
- People who identify as Black, Indigenous, and other people of color (BIPOC).
- People who currently ride or will ride (with system expansion) Link light rail and do not use any fare subsidy.

Recognizing that identities are intersectional, and that people can fall into multiple categories, other categories of audiences included:

- People who don't work during traditional business hours or who don't have flexible work schedules.
- People with limited access to technology.
- People who ride Sound Transit infrequently.
- People who can't readily access Sound Transit services (e.g., a person seeking to park at a Sound Transit facility, but who is turned away because it is at capacity and therefore opts to drive; a person living in a neighborhood that is currently not served by Link but will be in the future).
- People who live outside of the Seattle service area may not already be using services.

Although the EET originally identified people with disabilities and people living with low incomes as core audiences for engagement, the project team de-emphasized these audiences since Link light rail fare structure and rate changes would only apply to riders who pay the full adult fare.

### 1.3.2 Equitable engagement approach

Through the EET process, the project team evaluated the methods of outreach which outline the

scope of influence community members can have in an engagement process. Based upon the discussion, the level of engagement that best matched this opportunity was “Consult,” which Sound Transit defines as keeping community members informed about the project, obtaining, and considering public input, and acknowledging concerns from stakeholders and community members.

This project also offered opportunities to “Inform,” which involved disseminating information about the project.

Through the EET process, the project team identified a series of measures Sound Transit could take to improve inclusion and participation in community engagement for this project. Of those, Sound Transit implemented the following:

- Language access
  - Translating project materials into multiple languages, including Spanish, Simplified and Traditional Chinese, Vietnamese, Korean, Tagalog, Russian, Amharic, and Somali. These languages were chosen based on census, county, and city data within current and future service areas.
  - Offering interpretation where appropriate.
  - Offering some engagement activities entirely in Spanish.
  - Utilizing jargon-free plain talk for public-facing materials.
- Offering multiple ways to engage
  - Having a physical presence at transit centers, light rail stations, and park-and-rides across the Sound Transit system to raise awareness and promote participation.
  - Utilizing multicultural media outlets associated with core audiences to raise awareness and promote participation.
  - Offering engagement opportunities virtually (mobile-friendly) and in-person, at various times of day and on different days of the week to accommodate a variety of schedules.
  - Compensating individuals for their time and insights when participating in focus groups.

### 1.3.3 Summary of engagement tactics

Informed by the EET and taking into consideration project time constraints and unrelated engagement efforts concurrently underway at Sound Transit, the project team decided to pursue the following engagement tactics:

- Virtual information sessions
- Online open house and survey
- Sound Transit street team ambassadors

- Focus groups

Each of these tactics is detailed in the following section, including an overview of the tactic, the specifics of implementation, and the findings and data analysis.

## 2 ENGAGEMENT ACTIVITIES

### 2.1 Information Sessions

To ensure the communities Sound Transit serves had an opportunity to learn more about the proposed changes to Link light rail fares and parking program, the project team held a series of virtual information sessions.

Sound Transit's goals for the virtual information sessions were to:

- Inform community members about Sound Transit Link fare structure, rate, and parking management changes.
- Listen to concerns, priorities, and needs of community members about Link light rail fares and parking.
- Answer questions about fares and parking.
- Encourage feedback and collaboration for the project's duration.

To ensure greater ease of access for the public, each meeting was held online, in a webinar format facilitated via the Zoom platform, with no advance registration required. Each meeting followed a similar format, where Sound Transit staff presented an overview of the topics and meeting attendees were invited to ask questions, which were answered live during the meeting when possible. Sound Transit offered Spanish language interpretation at each meeting.

Sound Transit publicized the information sessions in the following ways:

- Online open house project website
- Sound Transit events calendar
- Two SMS/email passenger notices
- Sound Transit press release
- Geo-targeted paid ads on Facebook in English, Spanish, Korean, Russian, Tagalog, Traditional Chinese, and Simplified Chinese.

**Table 1: Summary of virtual information sessions**

Session details	Number of attendees	Focus of questions / comments
<i>Topic: Combined Fares &amp; Parking</i> Saturday, Oct. 7, 2023 10 – 11 a.m.	16	<ul style="list-style-type: none"> <li>• Interest in fare zones as a potential alternative to distance-based fares.</li> <li>• Desire to see an increase in fare ambassadors checking for paid fares.</li> <li>• Concern about limited parking spaces for those without a parking permit.</li> </ul>
<i>Topic: Fares</i> Tuesday, Oct. 10, 2023 6 – 7 p.m.	20	<ul style="list-style-type: none"> <li>• All the above, plus:</li> <li>• Desire to explore the implementation of fare gates to help prevent fare evasion.</li> <li>• Interest in seeing a comparative study regarding fares from similar agencies around the nation.</li> <li>• Commentary that a flat fare structure seems easier to understand.</li> </ul>
<i>Topic: Parking</i> Wednesday, Oct. 11, 2023 6 – 7 p.m.	28	<ul style="list-style-type: none"> <li>• Questions on how much Sound Transit will weigh public opinion in choosing one of the three parking options.</li> <li>• Interest in seeing an analysis comparing pay-to-park locations in downtown Seattle and the proposed parking rates for Sound Transit park-and-ride facilities.</li> <li>• Desire to see an increase in parking security.</li> </ul>

## 2.2 Online Open House and Survey

An online open house (OOH) was developed to share project information and allow Sound Transit to gather input from the public via an online survey.

Sound Transit’s goals for the online open house and survey were to:

- Ensure key Sound Transit audiences understood the purpose, need, and value of the fares and parking proposals.
- Ensure key audiences and the broader community had an opportunity to share feedback and communicate their priorities, preferences, and needs.
- Ensure Sound Transit had robust customer and community survey data that would help staff develop recommendations for consideration by the Sound Transit Board.

### 2.2.1 Methodology

The OOH was designed as a single-page website to help move readers through the content efficiently and complete survey questions. The survey questions were presented in two sections: first Link light rail fare questions and then parking questions along with demographic questions. The back-end technology of the survey allowed the project team to compare

demographic information with preferences for fares and parking options.

The OOH and survey were available in ten languages: English, Spanish, Simplified Chinese, Traditional Chinese, Vietnamese, Korean, Tagalog, Russian, Amharic, and Somali. Survey participants were asked both quantitative and qualitative questions about their regular travel, how and where they used Link light rail and parking options, and what they liked about the new options presented. Participants could provide open-ended (write-in) comments as well, which were then categorized to help solidify the project team's understanding of passenger behaviors, preferences, priorities, and other elements to support recommendations to the Sound Transit Board of Directors.

More information about the survey results and analysis is provided in subsequent sections of this summary.

### **2.2.2 Promotional efforts**

The project team carried out multiple efforts to encourage people to visit the OOH, take the survey, and learn about other ways to be involved in the engagement effort. The virtual informational sessions described earlier, and the focus groups described below, also served as mechanisms to drive participation in the survey.

#### **2.2.2.1 Sound Transit street team ambassadors**

The project team organized a “street team” approach as a tactic to inform the public about the project and opportunities to be involved.

The street team approach consists of staff from across the agency who volunteered to engage with passengers in person by circulating on foot at bus stops, transit centers, rail station platforms, and mezzanines. These ambassadors engaged directly with individual passengers and groups of passengers – especially those queuing for buses or trains – identified themselves as Sound Transit employees, explained that the agency is considering significant changes to fares and to how it manages park and ride access. Team members shared printed handbills with project information, weblinks, and QR codes that passengers could use to access the online open house and associated survey, and registration for the focus-group or virtual information sessions.

Between October 3 and 15, 34 Sound Transit staff completed 50 street team ambassador shifts at 21 stations throughout the Sound Transit service area. Ambassador shifts were aligned with peak morning and evening commute periods and included Link and Sounder stations.

The project team recruited other Sound Transit employees via two internal newsletters that encouraged staff to volunteer for street team ambassador shifts. Before the effort's launch, the project team held two orientation sessions to review materials and guide street team ambassador volunteers. Street team ambassadors engaged with the public by sharing information, fielding questions, and addressing concerns about upcoming changes to fares and parking. Street team ambassadors distributed more than 3,000 rack cards (small, printed flyers that found on buses or train) that contained QR codes linking to the online open house and survey.

**2.2.3 Table 2: Street team ambassador shifts**

Date	Time	Location	Number of Staff Ambassadors
10/3/2023	6:30 - 9:30 a.m.	Northgate Station	3
10/3/2023	3:30 - 6:30 p.m.	Capitol Hill and Westlake stations	4
10/3/2023	3:30 - 6:30 p.m.	Tukwila Intl. Blvd. and Angle Lake stations	2
10/5/2023	6:30 - 9:30 a.m.	Columbia City, Othello, and Rainier Beach stations	4
10/5/2023	6:30 - 9:30 a.m.	Puyallup Station	2
10/5/2023	3:30 - 6:30 p.m.	Beacon Hill and Mount Baker stations	4
10/5/2023	3:30 - 6:30 p.m.	Lynnwood Transit Center	4
10/7/2023	9 a.m. - 12 p.m.	U District and Roosevelt stations	4
10/7/2023	2:00 - 5:00 p.m.	Columbia City, Othello, and Rainier Beach stations	4
10/10/2023	6:30 - 9:30 a.m.	Lynnwood Transit Center	2
10/10/2023	3:30 - 6:30 p.m.	Puyallup Station	3
10/11/2023	6:30 - 9:30 a.m.	Auburn Station	2
10/11/2023	6:30 - 9:30 a.m.	University St and Pioneer Square stations	3
10/11/2023	3:30 - 6:30 p.m.	Federal Way Transit Center	3
10/11/2023	3:30 - 6:30 p.m.	Northgate Station	3
10/15/2023	9 a.m. - 12:00 p.m.	International District/Chinatown Station	3

**2.2.3.1 Sound Transit-managed communications channels**

The project team utilized several in-house tools to promote the online open house and survey, promote the virtual information sessions, recruit focus group participants, and raise awareness about the proposed changes the agency is considering. On September 25, Sound Transit issued a press release that garnered coverage from multiple outlets, including the Seattle Times, The Urbanist, and KIRO 7 News. Sound Transit also posted flyers in Link light rail vehicles and at parking facilities around the region.

Digital engagement included rider notices and paid Facebook ads. Rider notices were sent on September 25, October 5, October 9, and October 19 to about 55,000 subscribers for each notice. Multi-lingual Facebook ads ran from October 1 – 18. Languages included English, Spanish, Korean, Russian, Simplified and Traditional Chinese, Vietnamese, and Tagalog.

**Table 3. Multi-lingual Facebook Ads Reach and Impressions**

Ad name	Reach	Impressions
Parking & Fares (P&F) Filipino language	793	1026
P&F Traditional	674	890

Chinese language		
P&F Vietnamese language	712	920
P&F Russian language	629	781
P&F Spanish language	899	1039
P&F English language	593	648
P&F Korean language	513	618
P&F Simplified Chinese language	520	704
<b>Total</b>	<b>5247</b>	<b>6626</b>

**2.2.3.2 Community-based organization outreach**

The project team collaborated with other Sound Transit staff on the Engagement and Government and Community Relations teams to inform community-based organizations (CBOs) about this project and opportunities to be involved. Sound Transit staff provided an outreach toolkit to CBO partners and encouraged them to share it through their networks and communications platforms. The toolkit included sample captions and graphics for social media, a sample paragraph for an e-newsletter, blog post, or webpage, links to the virtual information sessions, and links to sign up for focus groups.

Staff emailed more than fifteen CBOs, which are listed below. The project team connected with El Centro de la Raza and worked closely with the Latino Educational Training Institute (LETI) to promote and recruit for the Spanish-language focus group. The project team also coordinated briefings with the North King County Mobility Coalition and Hopelink.

CBOs contacted include:

- DESC Cottage Grove
- El Centro de la Raza
- Highland Park, South Delridge, Riverview, Action Coalition (H.P.A.C)
- Hopelink
- Latino Educational Training Institute (LETI)
- Lighthouse for the Blind
- North King County Mobility Coalition
- Pigeon Point Neighborhood Council
- Safe Futures Youth Center
- South Seattle College
- South King County Mobility Coalition
- Vietnamese Cultural Center
- West Seattle Chamber of Commerce
- West Seattle Family YMCA
- West Seattle Food Bank
- West Seattle Junction Association

In addition to email notifications about the project, the Ballard Link Extension Engagement team held meetings with CBOs where they shared the OOH website and solicited feedback on fares

and parking in addition to providing updates about the Ballard Link Extension project. The organizations engaged were Alliance for Pioneer Square, Seattle Chinatown International District and Development Authority (SCIDpda), Historic South Downtown (HSD), International Community Health Services (ICHHS), and the CID Business Improvement Area (BIA).

**2.2.3.3 Multicultural media strategy**

To ensure the online open house and survey reached Sound Transit’s core audiences, the project team implemented a multicultural media strategy. This approach raised project awareness, recruited focus group participants, and promoted the survey among people traditionally underrepresented in Sound Transit decision-making.

The multicultural media plan utilized the following advertising mediums:

- **Radio Ads.** Placing advertisements on in-language radio stations has shown to be a successful way to reach communities that speak a language other than English. By promoting our efforts in various languages, it raised the visibility of this project among people who speak Chinese and Korean.
- **Print/Online Newspaper Ads.** In-language print and digital newspaper ads are a far-reaching and accessible method of delivering information to core audiences. The project team placed advertisements in multiple languages in print and digital outlets, expanding the range of people who will read about and participate in this engagement effort.

**Table 4. Multicultural media placement**

Outlet	Type	Placement Details	Community Served
Chinese Radio Seattle	Radio	45 sec ad 3x day	Chinese
Radio Hankook	Radio	30 sec ad 1x day (between 3pm - 6pm) x 3x a week	Korean
Joy Seattle	Digital	Skyscraper Ad	Korean
La Raza del Noroeste	Digital	Standard Package	Spanish
Vietnamese Today Weekly News	Print & Digital	1/2 page color	Vietnamese
Real Change	Digital	Sidebar ad	Unhoused community
Seattle Chinese Times	Print & Digital	1/4 page ads for 3 weeks; color	Chinese
The Seattle Medium	Digital	1/8 page; B&W	African American

## Survey: Key Themes and Findings

A total of 11,006 people visited the OOH. Of these people, 4,843 people answered at least one question regarding fares, parking, or demographics.

The screenshot shows the top portion of a web survey. At the top left is the Sound Transit logo and the text "Survey open through Oct. 22, 2023". A language dropdown menu is set to "English". The main header features a blue background with a light rail train icon and the title "2023 Link Light Rail Fares + Parking Online Open House". Below this is a navigation bar with tabs for "Welcome", "Project overview", "Link light rail fares", and "Parking access". The "Welcome" tab is active. The main content area includes a "Welcome" heading, a sub-heading "Welcome to our online open house!", and a paragraph of introductory text. To the right is a sign-up box titled "Yes! I would like to receive project updates." with input fields for "First Name", "Last Name", and "Email Address \*", and a "SUBMIT" button. Below the main text is a section titled "How to use this online open house" with two bullet points: "To advance through this open house, continue scrolling down or select the tab to navigate to the section you want." and "Share your thoughts by completing the survey. Remember to click the 'Submit' button at the end."

2.2.4 Fares findings

2.2.4.1 Overview

The online open house presented two Link Light Rail fare structures for consideration:

**Table 5 Link Light Rail Fare Options**

Option	Option 1: Updated distance-based fare	Option 2: New flat fare
Overview	Link light rail passengers will pay different amounts depending on the distance they travel.	Link light rail passengers will pay the same amount regardless of how far they travel.
Cost:	Base fare increases of \$0.25 or \$0.50 are under consideration, resulting in fare ranges of \$2.50–\$4.50 or \$2.75–\$4.75 after light rail expands to Lynnwood, Redmond, and Federal Way.	Flat fare rates of \$3, \$3.25 or \$3.50 are under consideration.
What will this look like for you:	<ul style="list-style-type: none"> <li>• Maintains current fare structure and need to “tap on” and “tap off.”</li> <li>• Taking Link light rail for shorter distances costs less and taking it for longer distances costs more.</li> <li>• Under a distance-based fare, if a passenger forgets to “tap off” at the end of their ride, they are charged the highest fare possible from where their trip starts.</li> </ul>	<ul style="list-style-type: none"> <li>• Passengers would not need to “tap off” when exiting Link light rail, making travel from each station simpler and easier.</li> <li>• Flat fares mean that short trips will be more expensive and longer distance trips will be cheaper.</li> <li>• Flat rates may be easier to understand and easier to budget for.</li> </ul>

Survey respondents were asked to identify which option they liked best and to then evaluate each option using the following criteria and a five-point scale from strongly agree to strongly disagree.

- I like this option.
- This option is easy to understand.
- This option is affordable.
- This option would encourage me to use Link light rail more often.

Survey respondents were then asked questions regarding how frequently they use Link light rail, which stations they usually travel to and from (or will likely do so in the future) and how they usually pay for travel on Link light rail or other transit trip.

Respondents could also provide open comments on the options presented.

### 2.2.4.2 Overall preferences

For fares, 4,155 people completed the survey questions. Respondent preferences were closely split, with 50.14% of respondents preferring distance-based fares and 49.86% preferring flat fares.

Many respondents described the benefits and tradeoffs of each option in their write-in comments.

Fairness was a common theme, regardless of preference for flat or distance-based fares, with many noting that suburban riders could be from both affluent and non-affluent communities. Comments also suggested that respondents wanted to generally keep costs low, incentivize short trips, and prioritize safety for passengers.

People who preferred flat fares felt it was easier to understand and budget for and was more considerate of those living outside central Seattle. Participants expressed concerns regarding the “tap-off” mechanism of the distance-based fare system, as it is difficult to remember and poorly communicated.

Some quotes from survey respondents that illustrate this are included below.

*“A flat fare system makes the most sense. It’s easy to understand, feels the most comfortable type of payment for the rider, and doesn’t require riders to remember to tap off (especially since we don’t have turnstiles or tap off on other forms of transit).”*

*“A lot of people who are from lower economic classes tend to live further away from the city center (due to cheaper rent) and rely more on public transportation. Having a distance-based rate system negatively affects the people who use the light rail the most.”*

Flat fares were considered easy to understand overall. 90% either agreed or strongly agreed that flat fares were easy to understand. This was a frequently referenced perspective for the flat fare option.

People who preferred a distance-based fare system expressed the significance of fairness for those riding short distances, as illustrated by the comments below.

*“As a lifelong Seattleite, I do not think we should subsidize people who commute from outside Seattle. They are already paying for lower housing costs, property taxes, etc. They should pay more to commute to higher-paying jobs in Seattle if they choose to live outside Seattle. This is more fair and equitable for those of us who choose to live in Seattle and already have a higher cost of living.”*

### 2.2.4.3 Fare collection and compliance

Through open comments, many survey respondents perceive revenue or cost issues to be the result of poor fare enforcement and want Sound Transit to encourage formal fare payment through turnstiles or a physical structure that ensures riders pay before entering. Respondents

also noted that many people are confused by the current system of tapping on and off with ORCA cards. Regardless of which option is implemented, many respondents wish to see a simplified payment system with better signage and education in stations for people visiting or those who are not frequent riders.

*“Any discussions on fares are somewhat meaningless from the start due to the ‘honor system’ based fare payment system. Until fare enforcement is taken seriously, many will continue to ride for free on the backs of those who actually pay their fares.”*

#### **2.2.4.4 Opposition to fare increases**

Through open comments, many survey respondents expressed opposition to any fare increase, either because of the perceived lack of fare compliance or because they believe Link light rail is a public service that should be equally available to everyone, particularly to those people with low-incomes or who are unable to access other means of transportation.

#### **2.2.4.5 Third option of zone-based system**

Through open comments, several survey respondents suggested looking at a zone-based fare system like what is used in London, England and other international cities. Respondents noted that a zone-based system could help balance affordable short distance trips in neighborhoods, while realistically charging for longer trips and helping riders anticipate their future travel costs.

See Appendix A for a question-by-question presentation of the fare survey results and a summary of write-in comments.

## 2.2.5 Parking findings

### 2.2.5.1 Overview



The online open house presented three alternative parking program designs, aimed at improving the availability of parking at Sound Transit facilities, increase revenue, and boost ridership.

Each option was accompanied by a map showing the potential parking rates at key stations along with light rail lines scheduled to be open by 2026. Details about the tradeoffs inherent to each program option were also outlined.

**Caption:** A screenshot of the parking option maps presented in the online open house. Note: Maps are not to scale and are designed to highlight park and rides.

#### Option A: Tiered daily fees with reserved permit options

Key elements:

- Daily fee for general first-come, first-served parking at Link stations and all park-and-ride lots regularly more than half full.
- Initial rates set based on cost of parking nearby.
- A permit option is available at busiest park-and-ride lots to keep some spaces open.
- Carpool permits are available free of charge; solo driver permits cost \$45–\$120 per month.
- Permits and fees discounted for passengers qualified for ORCA LIFT.
- Potential fee range: \$2–4 per day depending on station.

Tradeoffs: Option A would incentivize higher ridership with more carpooling and better midday access. Passengers would have more choices, but the cost structure may be complex for passengers to use and for Sound Transit to manage.

### Option B: Variable daily fees with no reserved permits

#### Key Elements:

- All parking available on a first-come, first-served basis with no reserved permit options.
- Variable daily fees at Link stations and all park-and-ride lots that are regularly more than 50% full.
- Initial rates vary by park-and-ride lot, from \$2–6 or higher, based on cost of parking nearby.
- Pricing adjusted regularly to keep some spaces open at all stations.
- Free or discounted fees for carpools/vanpools and passengers qualified for ORCA LIFT.
- Potential daily fee range: Variable: \$2–10 per day.

Tradeoffs: Option B would offer more reliable parking availability for passengers. However, passengers could be faced with significantly higher fees at certain highly utilized park-and-ride lots. Frequent price changes would also require more frequent passenger communication.

### Option C: Flat daily fee with no reserved permits

#### Key Elements:

- All parking is available on a first-come, first-served basis with no reserved permit options.
- Flat daily fee of \$4 (initial pricing) applies to all park-and-ride lots.
- Fee adjusted annually to recover costs to operate and maintain parking.
- Free or discounted fees for carpools/vanpools and passengers qualified for ORCA LIFT.

Tradeoffs: Option C would maximize revenue to fund parking operations and transit service. The flat fee would be simpler for passengers to understand and for Sound Transit to administer. However, Option C would likely result in the lowest parking utilization and transit ridership.

Survey respondents were asked to evaluate each of the following goals for the parking program on a five-point Likert scale (from very important to not important):

- Keep some parking spaces open and available when needed.
- Increase transit ridership by encouraging carpools, accommodating midday trips, and encouraging transit use.
- Recover costs to operate and maintain park-and-ride lots.
- Generate extra revenue to expand transit service and improve access.
- Simplify the passenger experience of finding and paying for parking.

Survey respondents were also asked to evaluate each parking program design option on a few key aspects, using a five-point Likert scale (from *strongly agree* to *strongly disagree*):

- This option is easy to understand.
- This pricing is affordable for me and my household.

- I would use parking locations with this option in place.

The remaining questions probed for interest in various potential permit offerings, asked about current behavior (how often respondents used existing parking facilities), and preferences on payment methods.

Appendix B details the full set of parking survey questions and results.

Seven demographic questions to capture key information about respondents (i.e., ZIP code, age group, household language, and cultural identity) were asked at the end of the parking survey section.

### 2.2.5.2 Parking program preferences

Almost half of respondents (48%) preferred Option A, which offered a tiered daily fee (\$2-4) with the option of reserved area permits. 34% preferred Option C which offered a flat daily fee (\$4) without the option of reserved permits. 18% preferred Option B, which offered a wider range of variable daily fees (\$2-8) with no reserved permit option.

Due to a typographical error on the online open house survey, many respondents were confused about whether Option C (flat fees) included a reserved permit option, which potentially inflated the number of respondents choosing this as their preferred option.

Many open-ended comments were opposed to the idea of paid parking at Sound Transit facilities (431 open comments), feeling that it would fundamentally undermine the purpose of park-and-ride services in the first place and would disproportionately impact lower-income riders. Respondents also asserted that paid parking would either make the cost of transit comparable to commuting by car or in some cases cost more – which would disincentivize use of transit.

Although open comment respondents were strongly opposed to paid parking, when responding to operational goals, many respondents wanted cost recovery and extra revenue to be prioritized. (65% stated it was *very important, important or somewhat important*.) Many respondents commented that fare enforcement on light rail itself would help with this effort. The importance of parking availability, increasing transit ridership, and a simplified user experience were identified by many respondents as the most important goals for an expanded parking program to achieve.

*“With rising transit cost and now a potential park-and-ride cost, the cost to drive and park at my workplace is comparable and takes less time than taking the light rail. There would be no incentive to take the light rail then, in my opinion.”*

### 2.2.5.3 Payment options

Many respondents expressed a desire for expanded payment options, particularly the ability to use a balance on ORCA cards where employers could help cover costs beyond just fares. Mobile app purchasing options were suggested as well. It is important to note that Sound Transit is considering a variety of payment options including payment online and via a branded mobile app. The agency is also committed to facilitate payment via ORCA accounts.

*“Would like to pay the parking fee with my orca card rather than personal credit card. Could budget for it & feel that my personal credit card is at risk at a payment station.”*

*“Would require more infrastructure, but either some kind of gated parking system (like most paid lots) and/or an app where you can pay by plate and start/stop your stay when you wish would be the best systems. The app would also be a good way to pay digitally - needs to be as close to zero friction to payment as possible. Enforcement can look at a live manifest and see whether certain plates have paid or not.”*

### 2.2.5.4 Respondent profile

The majority of respondents were frequent riders and users of the park-and-rides several times a week, with most taking trips before 11 am. Half of those who responded to the question about what prevents them from using Link light rail said they did not experience significant barriers to using park-and-ride services or don't need to use them frequently.

### 2.2.5.5 Transit-oriented development support

Many expressed general opposition to park-and-ride or garage expansions, advocating for more investment in transit-oriented development and other infrastructure that would reduce the need for vehicular commuting instead.

*“Park & Rides are antiquated and a poor land use decision. With all of that surface parking and asphalt that is adding to the urban heat island, you could provide housing for thousands of people -with no parking minimums-as built in and automatic transit riders.”*

## 2.3 Focus Groups

The project team utilized focus groups, which allowed for gathering input through more structured conversations with clearly defined audiences. The focus groups were a way to learn from community members who had more time to better understand the proposed changes under consideration and talk through ideas and concerns as a group.

Sound Transit's goals for the focus groups were to:

- Engage in-depth with historically underrepresented communities and other potentially affected parties.
- Ensure participants thoroughly understood the fare and parking options being considered.
- Ensure participants had a meaningful opportunity to share feedback on the proposed changes and clearly understood how their feedback would be used to inform Sound Transit's decision-making.

Sound Transit hosted five sessions, with one session held in person at the Sound Transit office and four sessions held virtually on Zoom. Recruitment for focus groups was part of the broader promotional efforts described earlier. Two sessions focused on both fares and parking, two sessions focused solely on parking, and one session focused solely on fares. One virtual session was conducted entirely in Spanish and facilitated by Sound Transit staff.

Across the five sessions, Sound Transit was able to learn directly from 16 community members about the proposed parking and fare changes. After the conclusion of the focus groups, participants were compensated with \$75 digital gift cards distributed through Tango, a website that allows recipients to select a gift card from among hundreds of establishments.

### 2.3.1 Methodology & selection criteria

To be considered for a focus group, the project team requested that interested individuals complete a form that asked about their preferred focus group session dates, their ridership/parking habits, and key demographics.

Aiming to have groups of eight to twelve people, the project team then screened potential participants while balancing multiple factors, such as identifying and prioritizing the participation of people who identified as BIPOC and people who identified that they spoke a language other than English in the home. The project team also took steps to reduce the risk of non-authentic participants (i.e., someone misrepresenting themselves with the aim of only obtaining compensation).

Each focus group had specific focus on a defined audience that the project team was seeking to engage with, which provided further criteria by which to screen potential participants (e.g., people located outside of Seattle, people who pay the full adult fare, etc.). Once the list of potential participants was reviewed and approved by Sound Transit staff, the project team invited potential participants to the focus group sessions.

**Table 5. Summary of focus groups**

Session	Intended audience focus	Participant Overview
<p><i>Topic: Parking</i> Thursday, October 12, 2023 (virtual) 4:30 - 6 p.m.</p>	<ul style="list-style-type: none"> <li>• People who have or have had parking permits</li> </ul>	<p>Number invited: 10 Number of Participants: 3</p> <ul style="list-style-type: none"> <li>• Gender:                             <ul style="list-style-type: none"> <li>• Female (3)</li> </ul> </li> <li>• Zip Code:                             <ul style="list-style-type: none"> <li>• 98155 (2)</li> <li>• 98258 (1)</li> </ul> </li> <li>• Racial Identity:                             <ul style="list-style-type: none"> <li>• Asian or Asian American (1)</li> <li>• White or European (1)</li> <li>• Two or more races (1)</li> </ul> </li> <li>• Latin o/a                             <ul style="list-style-type: none"> <li>• Yes (1)</li> <li>• No (1)</li> </ul> </li> </ul>

<p><i>Topic: Combined Fares &amp; Parking</i> Saturday, October 14, 2023 (in person) 9:30 - 11 a.m.</p>	<ul style="list-style-type: none"> <li>• People who pay the full adult fare</li> <li>• People who ride Link regularly</li> <li>• People who take shorter rides</li> <li>• People who take longer rides</li> <li>• People who use/seek to use parking locations</li> </ul>	<p>Number invited: 11 Number of Participants: 2</p> <ul style="list-style-type: none"> <li>• Gender: <ul style="list-style-type: none"> <li>• Female (2)</li> </ul> </li> <li>• Zip Code: <ul style="list-style-type: none"> <li>• 98105 (1)</li> <li>• 98133 (1)</li> </ul> </li> <li>• Racial Identity: <ul style="list-style-type: none"> <li>• White or European (2)</li> </ul> </li> <li>• Latin o/a <ul style="list-style-type: none"> <li>• No (2)</li> </ul> </li> </ul>
<p><i>Topic: Fares</i> Thursday, October 19, 2023 (virtual) 6:30 - 8 p.m.</p>	<ul style="list-style-type: none"> <li>• People who pay the full adult fare</li> <li>• People who ride Link regularly</li> <li>• People who take shorter rides</li> <li>• People who take longer rides</li> </ul>	<p>Number invited: 12 Number of Participants: 4</p> <ul style="list-style-type: none"> <li>• Gender: <ul style="list-style-type: none"> <li>• Female (3)</li> <li>• Male (1)</li> </ul> </li> <li>• Zip Code: <ul style="list-style-type: none"> <li>• 98198 (1)</li> <li>• 98192 (1)</li> <li>• 98115 (1)</li> <li>• 98055 (1)</li> </ul> </li> <li>• Racial Identity: <ul style="list-style-type: none"> <li>• Another identity (2) <ul style="list-style-type: none"> <li>• Mexican (1)</li> <li>• Undefined (1)</li> </ul> </li> <li>• Alaskan Native, Native American, or Indigenous (1)</li> <li>• Black, African or African American (1)</li> </ul> </li> <li>• Latin o/a <ul style="list-style-type: none"> <li>• Yes (1)</li> <li>• No (3)</li> </ul> </li> </ul>
<p><i>Topic: Combined Fares &amp; Parking</i> Tuesday, October 24, 2023 (virtual) Spanish-language 6 – 7:30 p.m.</p>	<ul style="list-style-type: none"> <li>• People who pay the full adult fare</li> <li>• People who ride Link regularly</li> <li>• People who take shorter rides</li> <li>• People who take longer rides</li> <li>• People who use/seek to use parking locations</li> </ul>	<p>Number invited: 11 Number of Participants: 4</p> <ul style="list-style-type: none"> <li>• Gender: <ul style="list-style-type: none"> <li>• Female (3)</li> <li>• Nonbinary (1)</li> </ul> </li> <li>• Zip Code: <ul style="list-style-type: none"> <li>• 98108 (1)</li> <li>• 98387 (1)</li> <li>• 98030 (1)</li> <li>• 98105 (1)</li> </ul> </li> <li>• Racial Identity: <ul style="list-style-type: none"> <li>• Another identity (2) <ul style="list-style-type: none"> <li>• Mexican (1)</li> <li>• Latino (1)</li> </ul> </li> <li>• Alaskan Native, Native American, or Indigenous (1)</li> </ul> </li> </ul>

		<ul style="list-style-type: none"> <li>• White or European (1)</li> <li>• Latin o/a</li> <li>• Yes (4)</li> </ul>
<p><i>Topic: Parking</i> Thursday, November 2, 2023 (virtual)</p> <ul style="list-style-type: none"> <li>• 6:30 - 8 p.m.</li> </ul>	<ul style="list-style-type: none"> <li>• People who park frequently at a Sound Transit location</li> <li>• People who live/work next to or near a current or future Sound Transit parking location</li> <li>• People who live outside of Seattle</li> </ul>	<p>Number invited: 20 Number of Participants: 3</p> <ul style="list-style-type: none"> <li>• Gender: <ul style="list-style-type: none"> <li>• Female (2)</li> <li>• Nonbinary (1)</li> </ul> </li> <li>• Zip Code: <ul style="list-style-type: none"> <li>• 98036 (1)</li> <li>• 98133 (2)</li> </ul> </li> <li>• Racial Identity: <ul style="list-style-type: none"> <li>• Black, African or African American (1)</li> <li>• White or European (2)</li> </ul> </li> <li>• Latin o/a</li> <li>• No (3)</li> </ul>

### 2.3.2 Focus groups: Key themes and findings – Fares

The overall sentiment of the focus group participants was in favor of the distance-based fare structure. Many participants thought that this structure felt fairer for more riders, since many participants only used Link light rail to travel for short distances.

*“I would prefer the distance-based because I use the link rail every day, and it’s just for short trips, from Capitol Hill to downtown, so I don’t want to have to pay the full price of going all the way to the airport.”*

People liked the simplicity of the flat fare model, but that didn’t outweigh the price increases that would impact people taking shorter rides.

*“...my instinct was sort of to lean toward the flat fare because of the simplicity of it and I frequently forget to tap off. But I think that I am casual about it because I’m not the one paying for it. It’s my employer...but if I were paying for that myself, I think my preference would definitely be the distance-based fare because there would be a pretty big jump in between that and a raised flat fare.”*

Reactions were mixed among participants on whether or not switching to a flat rate fare would impact their decision to ride light rail. Participants who rely on transit daily said that changes would not impact their Link light rail use, since they have no other means of transportation. However, many participants who had alternative options expressed that a switch to flat-rate fares would lead them to seek other options for transportation, such as biking or walking short distances.

*“Having a flat fare would push me into seeking out different methods of transportation because the monthly pass cost would be steeper.”*

In addition, keeping transit accessible and equitable were themes repeated across sessions. Participants emphasized the importance of keeping fares reasonable, so that middle-class or people with modest incomes who don't qualify for the low-income program would be able to afford to ride light rail.

*"It's pretty tough because many of us live in between not a high earner but not low-income bracket. If you fall out of the system, you don't have any relief to cover life expenses. Transport is an important aspect of living."*

*"...for me equity and inclusion are the most important. Public transportation is there to provide a way for people to go from one place to another in a convenient way at a reasonable cost. Not everybody can afford to have a car or to drive their car every day to work. Unfortunately, most of those that are affected that way are by BIPOC minorities or people just trying to make a living."*

Fare compliance came up as a solution to help Sound Transit build revenue in multiple sessions. Participants felt it didn't seem fair that the people who do pay would now have to pay more instead of Sound Transit enforcing the current fares more strictly.

*"I have always wondered about the choice as far as fare enforcement. I have never actually seen anybody enforcing fares, and I mean, that's fine with me, but if revenue is an issue, it's very easy to ride for free. There's definitely a lot of times I've just like been in a hurry and haven't tapped anything and haven't worried about it because nobody enforces it."*

Lastly, safety was a theme expressed by a lot of participants. Participants stated that personal safety was a primary factor in their decision to take transit. While people generally agreed that transit feels safe now, there were concerns of future safety.

*"I would only ride the light rail if I feel it is safe. I lived in New York before. I'm from New Jersey previously, and that's one of the things that's really important to me."*

### 2.3.3 Focus groups: Key themes and findings – Parking

Across the various sessions, participants seemed to prefer parking program option A (tiered daily fees with reserved permit options). Participants liked the fact that this option gave them more choices for how to use different parking facilities, and that it felt fairer.

*"I'm most in favor of A, I least like B. I'm in favor of reserved permits and carpooling. For B, people go to the stations closest to them. They can't help where they live and that many others live there too. I don't know if charging more actually combats the amount of parking, it will still be crowded."*

There was significant interest in reserved parking permits from the majority of participants. People agreed that parking lots fill up very quickly, and having the option to access a reserved area would be convenient. However, there were also concerns that spaces in the reserved area may be left empty and not be available for non-permitted parking all day.

*“For single occupancy people, I think [reserved parking] is pretty important. I mean, I have a lot of my coworkers who are single occupancy and they actually have a really hard time.”*

When discussing how reservation systems might be structured, there were mixed feelings about the best way to implement this.

*“I think it would be really difficult not to have a time frame on [the reserved spots] because if not, you have a possibility of having a lot of spots unused that could have been utilized by somebody who may have really needed it... So I mean you guys are in a tough spot, but I think that reserving some of them like they are now is a pretty good plan generally as far as paying for a spot.”*

*“I mean, my personal opinion about doing time of day is that it’s kind of difficult at a transit center just because life happens... I like the idea, but I just feel like in real life, if you had to like time manage like that it’s just hard to do in real life.”*

Lastly, participants mentioned concerns about disincentivizing transit use by introducing increased parking costs. Many people choose to ride public transit since it is a more budget-friendly option, so if the cost is not significantly less than driving a personal vehicle for an entire trip, people may stop using transit, especially since the overall travel times with public transit are often longer.

*“[People don’t use] transit because they want to take public transportation, it’s also because of the cost benefit of it. But when there’s going to be like an \$8 daily parking fee, then you have to pay you know \$3 for the light rail that’s like becomes \$12.00 a day. When you could just drive to your work and park there for like \$8 a day. I’m just wondering, like I mean how is this encouraging people to use transit?”*

## 2.4 CBO Feedback

CBO staff and organization members shared the following feedback which was captured qualitatively and is not specifically attributed to a particular individual:

CBO Open Comment Feedback on Fares:

- Interest in an overall flat fare over an updated distance-based fare.
- Lots of conversations about equity as it relates to gentrification and affordability, with concerns that a distance-based fare would result in higher costs being placed on those who cannot afford to live in Seattle.
- A short trip might be more expensive for a person with a flat fare, but there’s a better chance that you’ll be in a higher income bracket.
- People are being pushed further out, their commute is getting harder for them to get to work and shop in the neighborhoods.

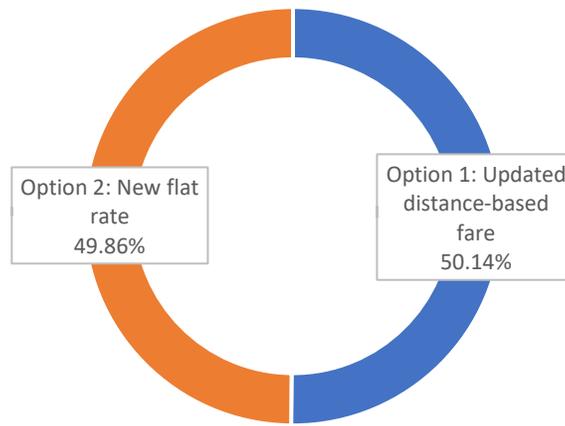
- While there are options for reduced fares for seniors and lower-income residents, people would like to see lower fare options for all passengers.
- Concern about overall increase in fares (regardless of the options), affordability, and the more recent change in fare ambassadors enforcing fares starting in November 2023.

### CBO Open Comment Feedback Parking:

- No strong feelings about the paid parking model.
- Dynamic pricing model does help manage for how people get to neighborhoods where they do essential activities and errands.
- One comment on how there should be better and more parking options in South Seattle (for equity reasons), with a plug for a park-and-ride at Rainier Beach.

### 3 APPENDIX A: FARES QUESTION-BY-QUESTION SURVEY RESULTS

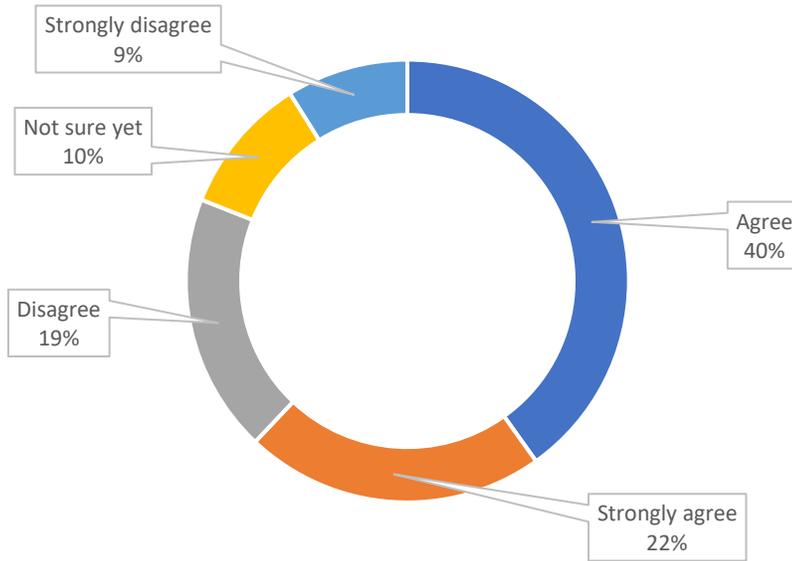
#### 3.1 Q1: Which option do you prefer?



Fare Options	Tally
Option 1: Updated distance-based fare	1,926
Option 2: New flat rate	1,915
<b>Tally</b>	<b>3,841</b>

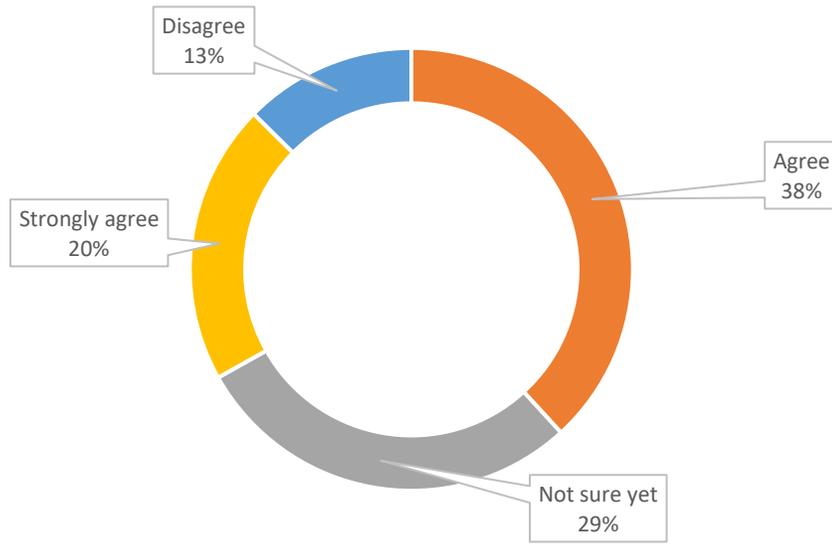
**3.2 Q2: Please state how much you agree or disagree with following statements about the proposed Link light rail fare options:**

Option 1: Updated Distance- Based Fare: The option is easy to understand.



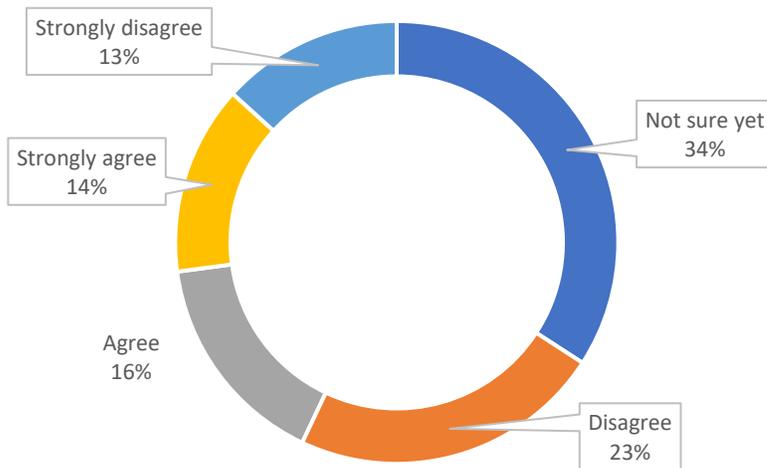
Answers	Tally
Agree	1611
Strongly agree	880
Disagree	760
Not sure yet	406
Strongly disagree	357
<b>Total</b>	<b>4,014</b>

Option 1: Updated Distance- Based Fare: The option is affordable.



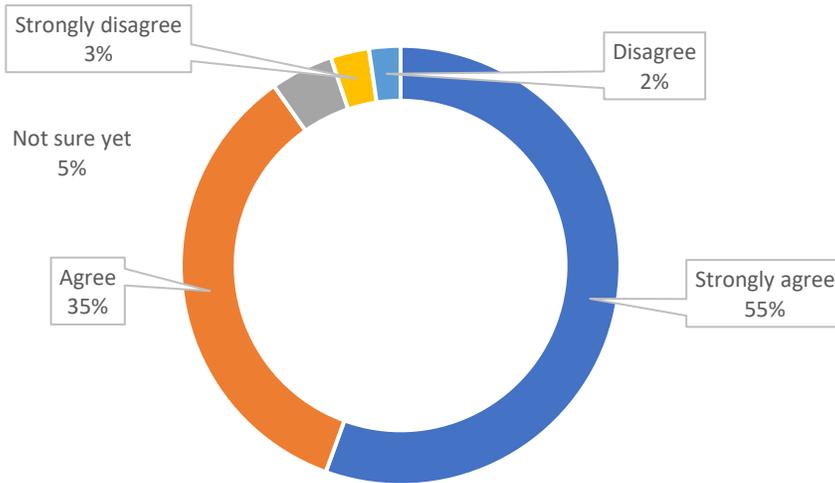
Answers	Tally
Agree	1,403
Not sure yet	1,053
Strongly agree	754
Disagree	463
Strongly disagree	341
<b>Total</b>	<b>4,014</b>

Option 1: Updated Distance- Based Fare: The option encourages ridership.



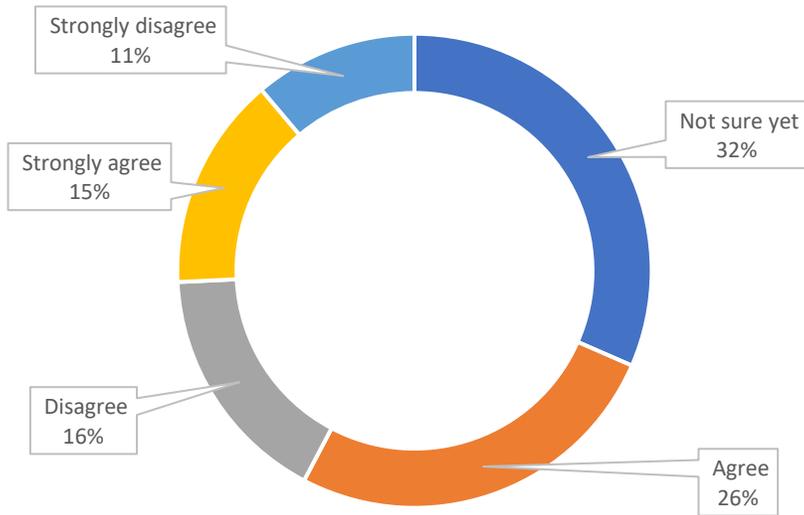
Answers	Tally
Not sure yet	1,367
Disagree	915
Agree	635
Strongly agree	554
Strongly disagree	531
<b>Total</b>	<b>4,002</b>

Option 2: New flat fare: The option is easy to understand.



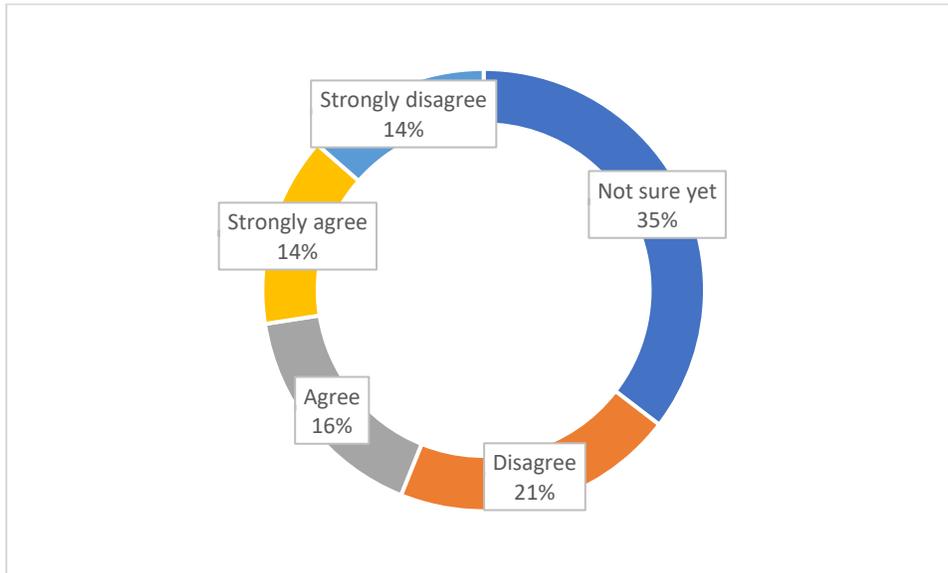
Answers	Tally
Strongly agree	2,234
Agree	1,396
Not sure yet	186
Strongly disagree	114
Disagree	93
<b>Total</b>	<b>4,023</b>

Option 2: New flat fare: The option is affordable.



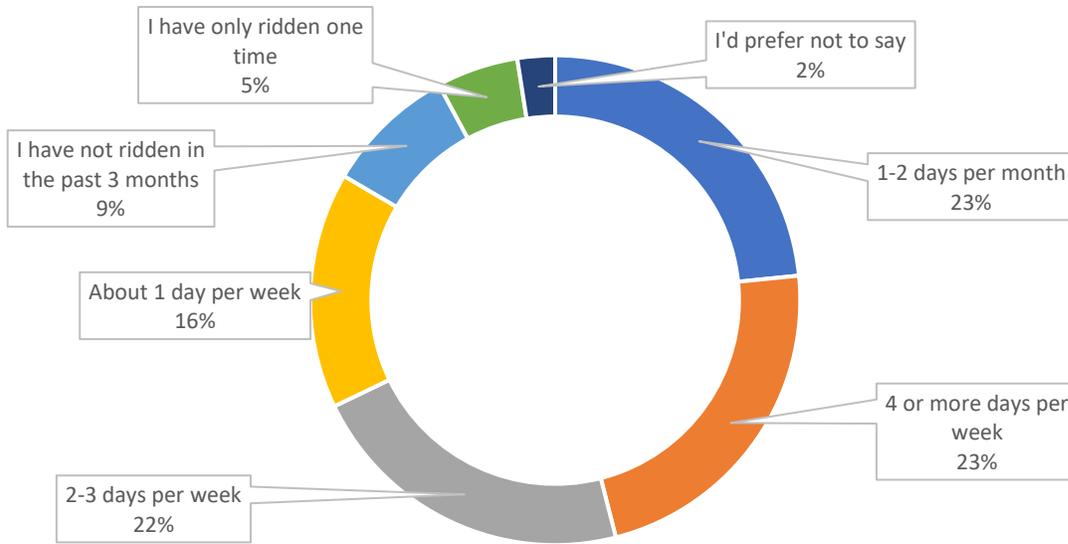
Answers	Tally
Not sure yet	1,269
Agree	1,052
Disagree	665
Strongly agree	587
Strongly disagree	449
<b>Total</b>	<b>4,022</b>

Option 2: New flat fare: The option encourages ridership.



Answers	Tally
Not sure yet	1,418
Disagree	828
Agree	659
Strongly agree	556
Strongly disagree	543
<b>Total</b>	<b>4,004</b>

### 3.3 Q3: On average, how often have you ridden Link light rail in the past 3 months?



Answers	Tally
1-2 days per month	954
4 or more days per week	922
2-3 days per week	891
About 1 day per week	636
I have not ridden in the past 3 months	353
I have only ridden one time	220
I'd prefer not to say	101
<b>Total</b>	<b>4,077</b>

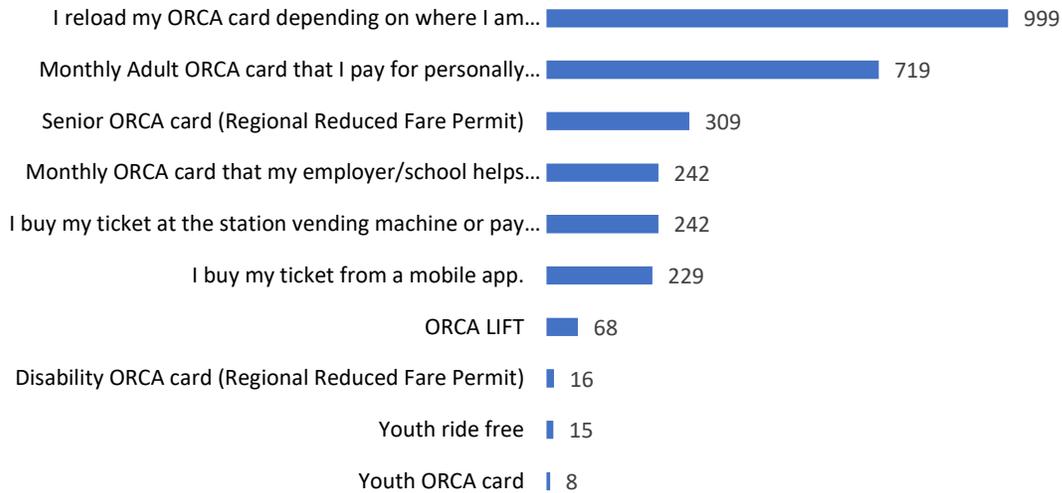
**3.4 Q4: From which light rail station do you or will you most often get on the train?**

Answer	Tally
Northgate Station	283
Roosevelt Station	143
Capitol Hill Station	138
Lynnwood City Center Station	106
Westlake Station	84
International District/Chinatown Station	82
U District Station	81
Angle Lake Station	77
Tukwila International Boulevard Station	59
Columbia City Station	53
Beacon Hill Station	49
University of Washington Station	46
University St Station	43
Federal Way Downtown Station	30
Mount Baker Station	27
Othello Station	26
SeaTac/Airport Station	22
Mountlake Terrace Station	21
Pioneer Square Station	21
Shoreline North/185th Station	19
Shoreline South/148th Station	17
SODO Station	17
Mercer Island Station	11
NE 130th Station	11
Rainier Beach Station	11
South Bellevue Station	11
Bellevue Downtown Station	9
Kent Des Moines Station	9
Redmond Technology Station	8
Star Lake Station	8
Downtown Redmond Station	6
Stadium Station	4
Overlake Village Station	3
East Main Station	2
Judkins Park Station	2
Marymoor Village Station	2
Spring District/120th Station	2
Wilburton Station	2

**3.5 Q5: From which light rail station do you or will you most often get off the train?**

Answers	Tally
Westlake Station	307
University St Station	152
International District/Chinatown Station	149
Capitol Hill Station	146
SeaTac/Airport Station	131
University of Washington Station	111
U District Station	110
Pioneer Square Station	83
Stadium Station	71
Northgate Station	46
SODO Station	36
Roosevelt Station	30
Beacon Hill Station	24
Columbia City Station	15
Bellevue Downtown Station	13
Mount Baker Station	12
Angle Lake Station	11
Lynnwood City Center Station	11
Tukwila International Boulevard Station	11
Shoreline South/148th Station	8
Rainier Beach Station	7
Mountlake Terrace Station	6
Redmond Technology Station	5
Downtown Redmond Station	3
Federal Way Downtown Station	3
Shoreline North/185th Station	3
Judkins Park Station	2
Kent Des Moines Station	2
Mercer Island Station	2
Othello Station	2
Bel-Red/130th Station	1
Marymoor Village Station	1
NE 130th Station	1
Overlake Village Station	1
South Bellevue Station	1
Wilburton Station	1

### 3.6 Q6: How do you usually pay for Link light rail or other transit trips?



Answers	Tally
I reload my ORCA card depending on where I am traveling.	999
Monthly Adult ORCA card that I pay for personally (Full fare)	719
Senior ORCA card (Regional Reduced Fare Permit)	309
Monthly ORCA card that my employer/school helps pay for	242
I buy my ticket at the station vending machine or pay cash at the farebox.	242
I buy my ticket from a mobile app.	229
ORCA LIFT	68
Disability ORCA card (Regional Reduced Fare Permit)	16
Youth ride free	15
Youth ORCA card	8
<b>Total</b>	<b>2,847</b>

### 3.7 Fares Open Comment Analysis: Total Comments, 1,593

Key Theme	Topic	Tallied Responses
Payment	Enforce fare collection before increasing fares	337
	Improve fare compliance through turnstile, education and signage and simplified payment options	238
Rider experience	Enforce existing rules and policies	38
	Reduce illegal activity on trains	43
	Increase security personnel on train	36
Overall fare changes	Opposition to fare increase	134
	Support free or reduced fares and encourage more access to low-cost ridership	187
	Don't discourage ridership by increasing fares – reduce cars, reduce carbon, etc.	7
	Fares not worth the cost of collection	2
Option 1: Updated distance-based fare	General support for fares structure	48
	Distance based fares better reflect cost of service and are “equitable” because riders should pay for what they get	145
	Distance based fares do not penalize short trips	128
	Distance based fares are not complicated	15
Option 2: Flat rate fare	Flat fares support equity goals by supporting people who cannot afford to live in metro core or similar reasons	97
	Flat fares are easy to understand	214
	Flat fares offer a simpler process	151
	Flat fares help rides anticipate costs and assess future fares	15
Alternative concept	Zone-based fares that offer low-cost in-zone travel and more expensive out-of-zone travel	60

### 3.8 Fares Demographic Question

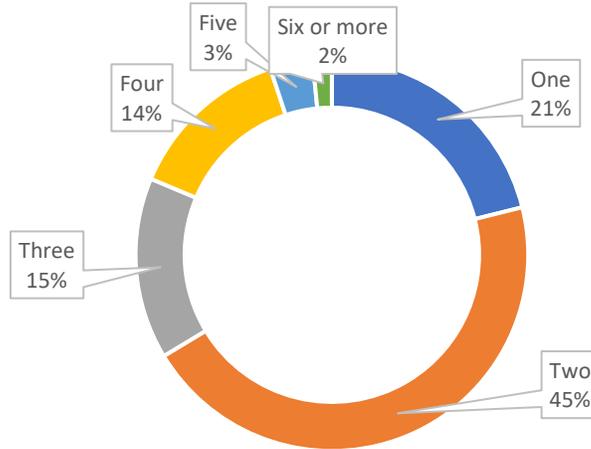
These figures reflect the responses of those respondents who answered the Fares Survey Question 1 and expressed a preference for one of the Link light rail fare options. For a full presentation of demographic responses that reflect respondents to the parking survey, refer to the Fares and Parking Community Engagement Summary Report.

#### 3.8.1 Q1: What ZIP code do you live in?

Top ten reported zip codes of 2,542 responses

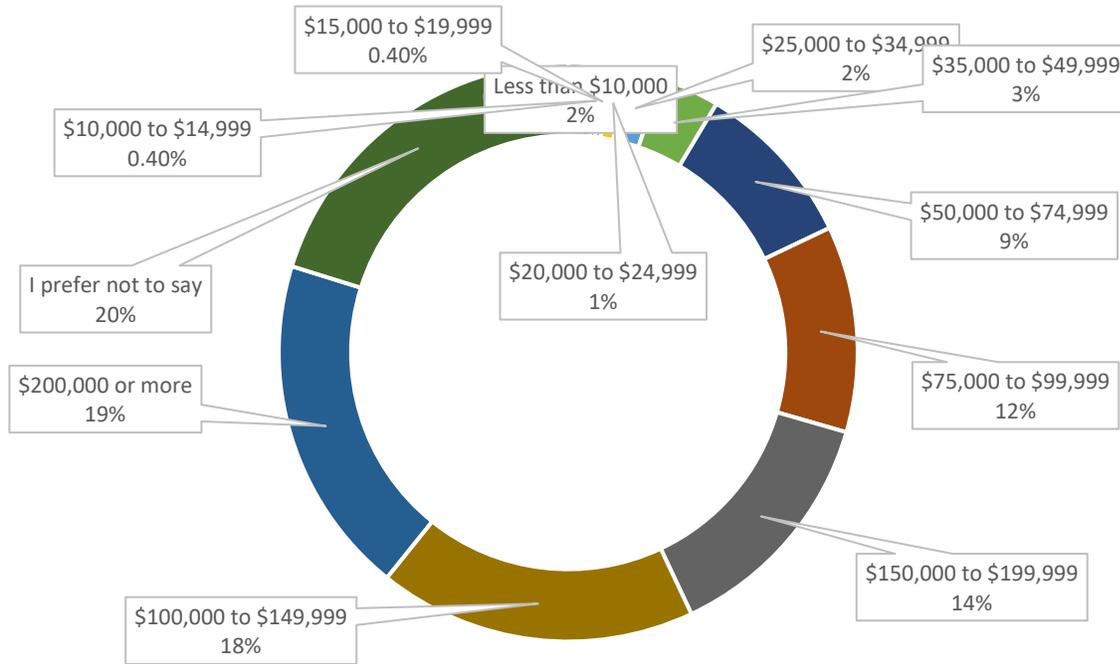
Answer	Tally
I prefer not to say	235
98115	144
98125	120
98133	98
98155	86
98118	80
98144	64
98103	57
98122	57
98026	54
<b>Total</b>	<b>2,542</b>

3.8.2 Q2: How many people live in your household on a regular basis including yourself?



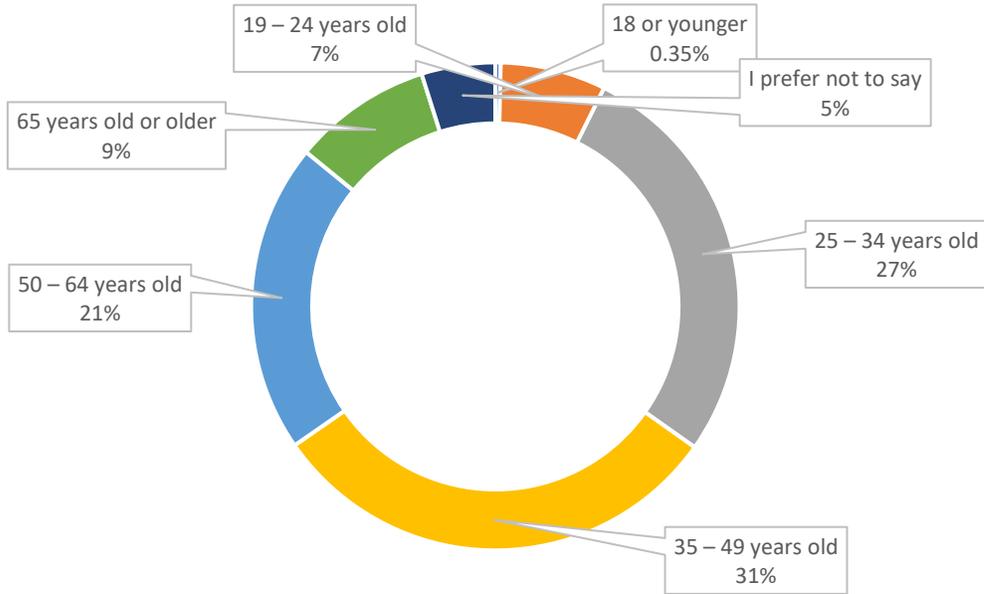
Answers	Tally
One	416
Two	892
Three	295
Four	268
Five	69
Six or more	31
<b>Total</b>	<b>1971</b>

**3.8.3 Q3: What are your household's total annual earnings? Household can include all the people who occupy the same dwelling and share resources/expenses, related or not.**



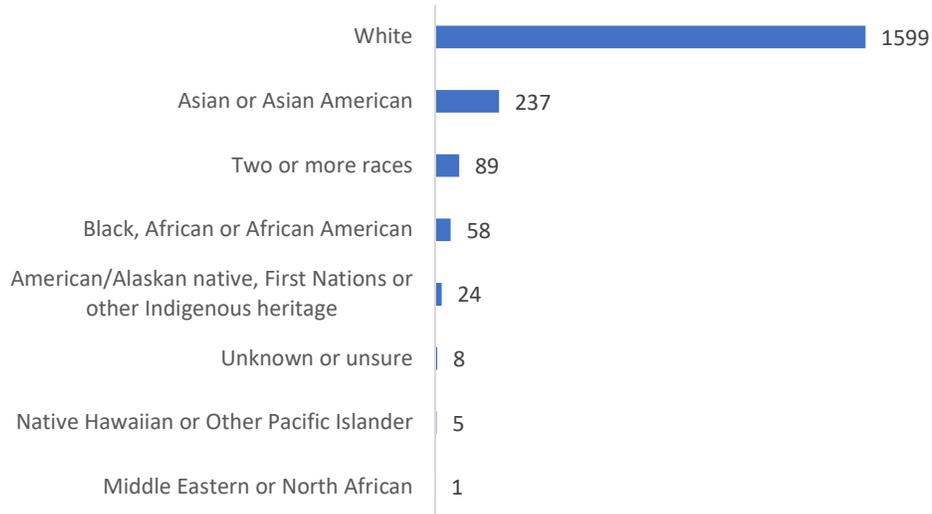
Answers	Tally
Less than \$10,000	31
\$10,000 to \$14,999	8
\$15,000 to \$19,999	8
\$20,000 to \$24,999	19
\$25,000 to \$34,999	38
\$35,000 to \$49,999	66
\$50,000 to \$74,999	186
\$75,000 to \$99,999	229
\$100,000 to \$149,999	353
\$150,000 to \$199,999	269
\$200,000 or more	378
I prefer not to say	401
<b>Total</b>	<b>1986</b>

3.8.4 Q4: How old are you?



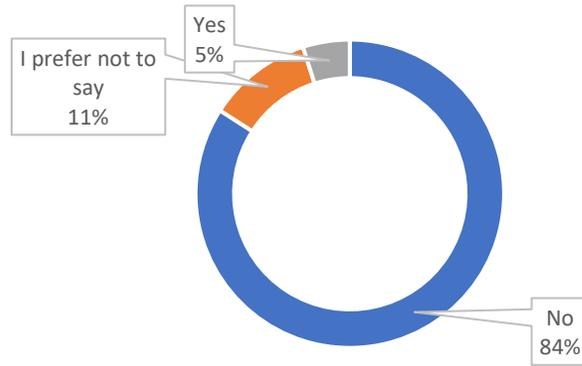
Answers	Tally
18 or younger	7
19 – 24 years old	139
25 – 34 years old	545
35 – 49 years old	607
50 – 64 years old	408
65 years old or older	183
I prefer not to say	97
<b>Total</b>	<b>1986</b>

3.8.5 Q5: Do you identify as... (select all that apply)



Answers	Tally
White	1599
Asian or Asian American	237
Two or more races	89
Black, African or African American	58
American/Alaskan native, First Nations or other Indigenous heritage	24
Unknown or unsure	8
Native Hawaiian or Other Pacific Islander	5
Middle Eastern or North African	1
<b>Total</b>	<b>2021</b>

3.8.6 Q6: Do you identify as Latino, Latina, Latinx, or of Hispanic origin?



Answers	Tally
No	1,643
I prefer not to say	215
Yes	96
<b>Total</b>	<b>1,954</b>

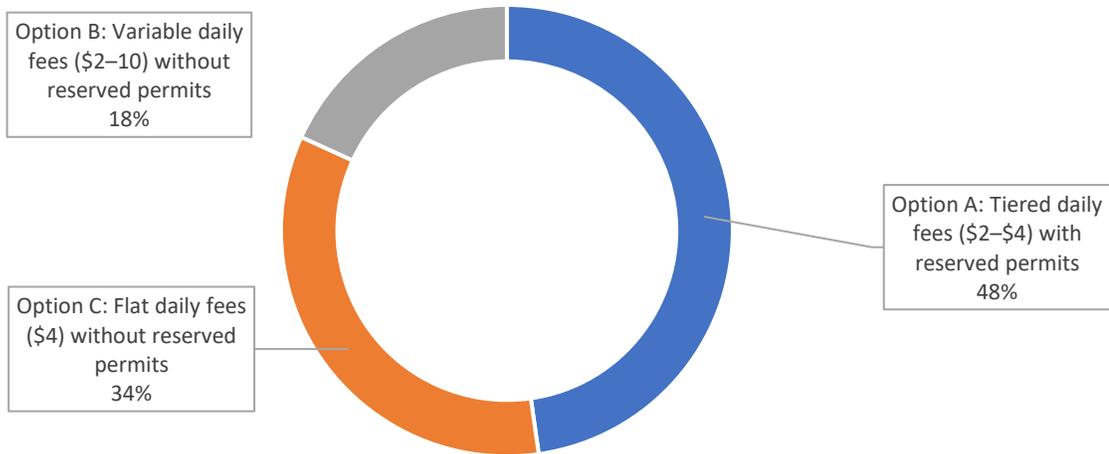
**3.8.7 Q7: What languages are regularly spoken in your home? Select all that apply. (Top Languages)**



Answers	Tally
English Only	1,657
Spanish	91
Mandarin	39
Vietnamese	29
Cantonese	27
Russian	23
Korean	15
Tagalog	13
Arabic	5
Somali	5
Ukrainian	4
Amharic	2

## 4 APPENDIX B: PARKING QUESTION-BY-QUESTION SURVEY RESULTS

### 4.1 Which option do you like the best overall? (Select one)



Answer	Tally	Percent
Option A: Tiered daily fees (\$2-\$4) with reserved permits	1,123	48%
Option C: Flat daily fees (\$4) without reserved permits	801	34%
Option B: Variable daily fees (\$2-10) without reserved permits	428	18%
Total	2,352	100%

**4.2 Please state how much you agree or disagree with following statements about the parking access options.**

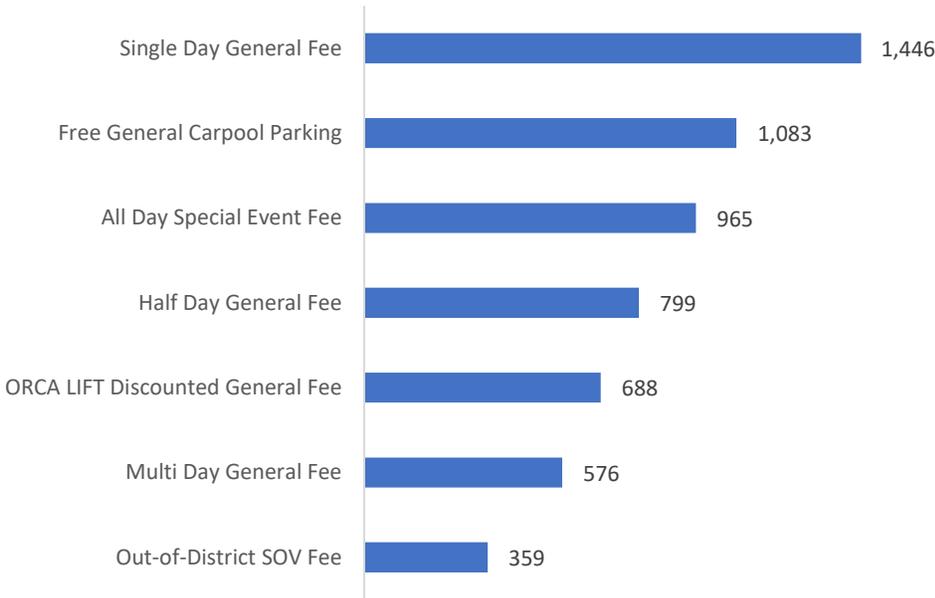
Green highlighted cell indicates the top response for each answer

Option A: Reserved parking + tiered daily fees						
Answer	Tally					Total
	Strongly Agree	Agree	Not Sure yet	Disagree	Strongly Disagree	
This option is easy to understand.	16%	39%	19%	15%	12%	100%
	389	952	464	360	296	2,461
This pricing is affordable for me and my household.	14%	31%	24%	12%	19%	100%
	357	761	587	295	467	2,467
I would use parking locations with this option in place.	11%	24%	30%	12%	22%	100%
	280	597	745	290	546	2,458

Option B: Variable daily fees with no reserved permits						
Answer	Tally					Total
	Strongly Agree	Agree	Not Sure yet	Disagree	Strongly Disagree	
This option is easy to understand.	13%	31%	21%	21%	15%	100%
	309	771	508	504	356	2,448
This pricing is affordable for me and my household.	9%	22%	28%	18%	22%	100%
	220	545	695	447	543	2,450
I would use parking locations with this option in place.	7%	19%	33%	16%	25%	100%
	170	453	806	394	613	2,436

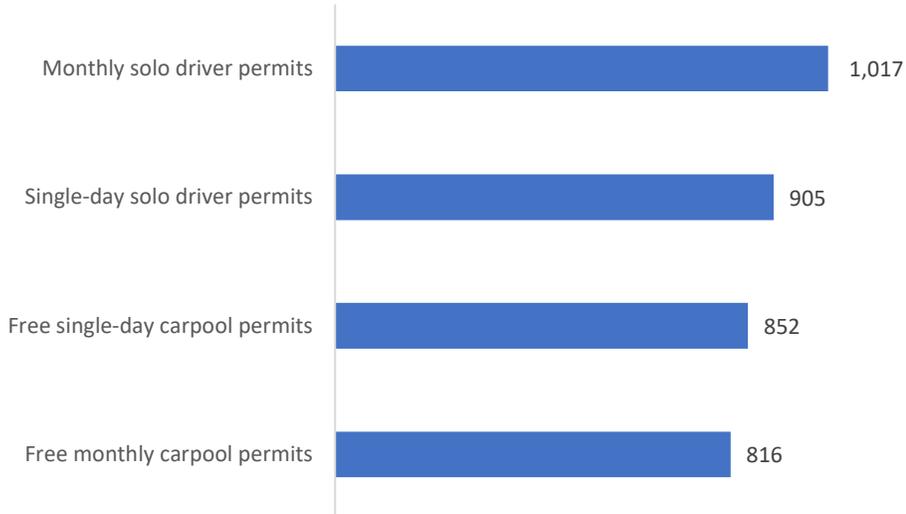
Option C: Flat daily fee with no reserved permits						
Answer	Tally					Total
	Strongly Agree	Agree	Not Sure yet	Disagree	Strongly Disagree	
This option is easy to understand.	38%	38%	11%	4%	9%	100%
	924	927	264	102	228	2,445
This pricing is affordable for me and my household.	17%	31%	23%	11%	19%	100%
	410	753	571	257	453	2,444
I would use parking locations with this option in place.	12%	26%	30%	10%	22%	100%
	295	634	738	234	530	2,431

**4.3 As we consider choices for an expanded program, which type of general permit and fee options would be of most interest to you? Select all that apply.**



Answer	Tally
Single Day General Fee	1,446
Free General Carpool Parking	1,083
All Day Special Event Fee	965
Half Day General Fee	799
ORCA LIFT Discounted General Fee	688
Multi Day General Fee	576
Out-of-District SOV Fee	359

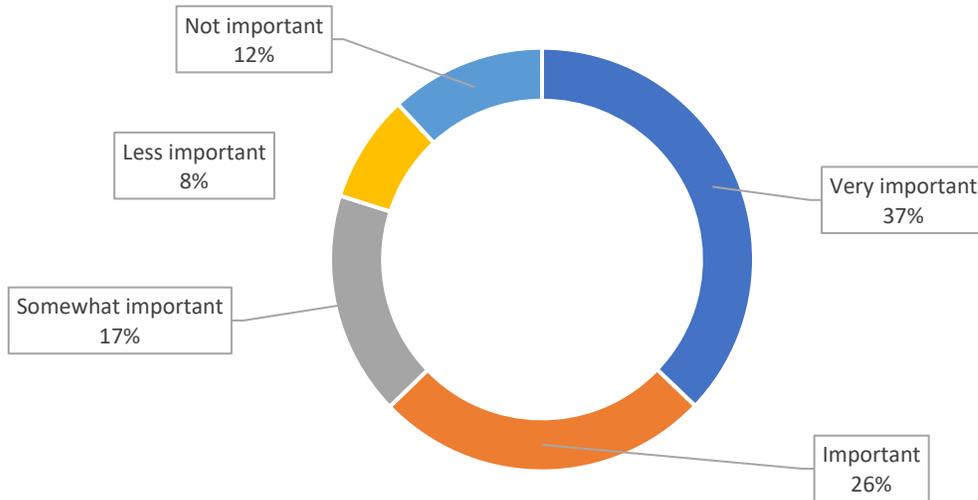
**4.4 As we consider choices for an expanded program, which type of reserved permit options would be of most interest to you? Select all that apply.**



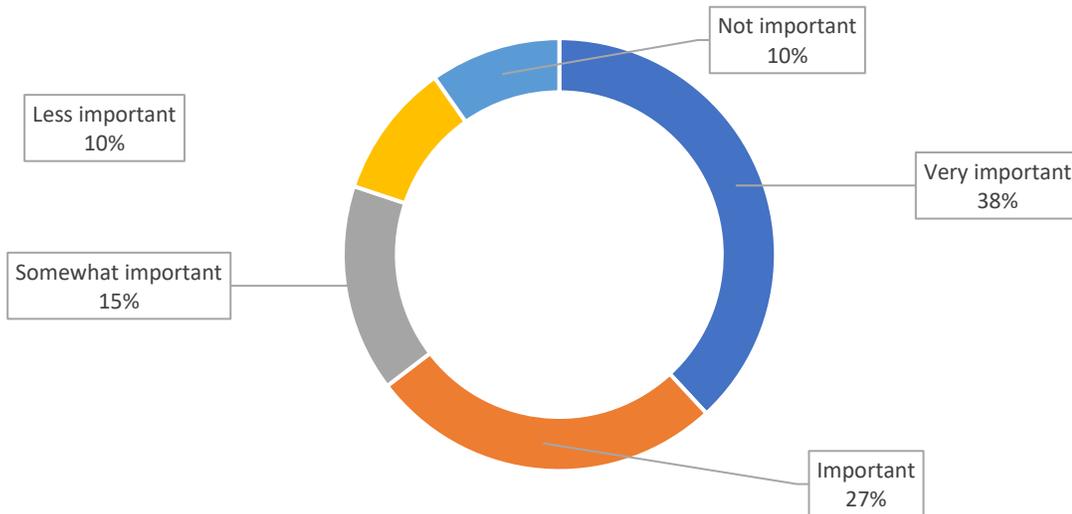
Answer	Tally
Monthly solo driver permits	1,017
Single-day solo driver permits	905
Free single-day carpool permits	852
Free monthly carpool permits	816

**4.5 Sound Transit has several goals and objectives guiding the provision and management of park-and-rides. Which goals should the agency prioritize?**

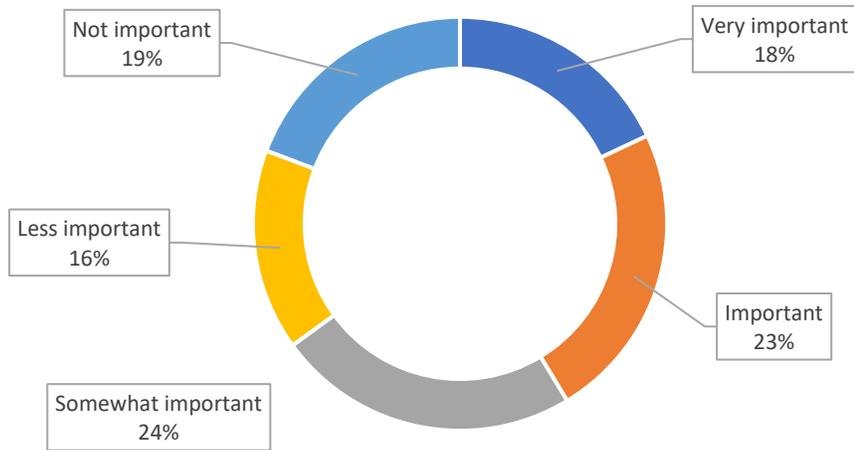
Keep some parking spaces open and available when needed.



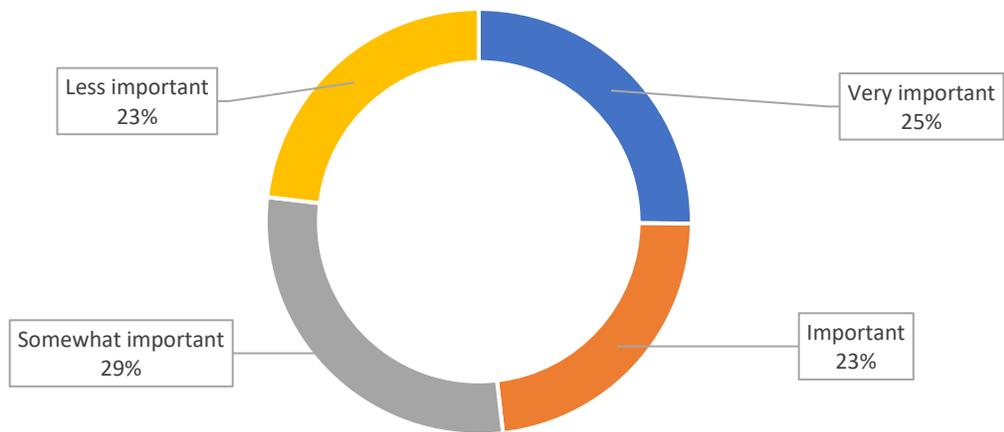
Increase transit ridership by encouraging carpools, accommodating midday trips, and encouraging transit use.

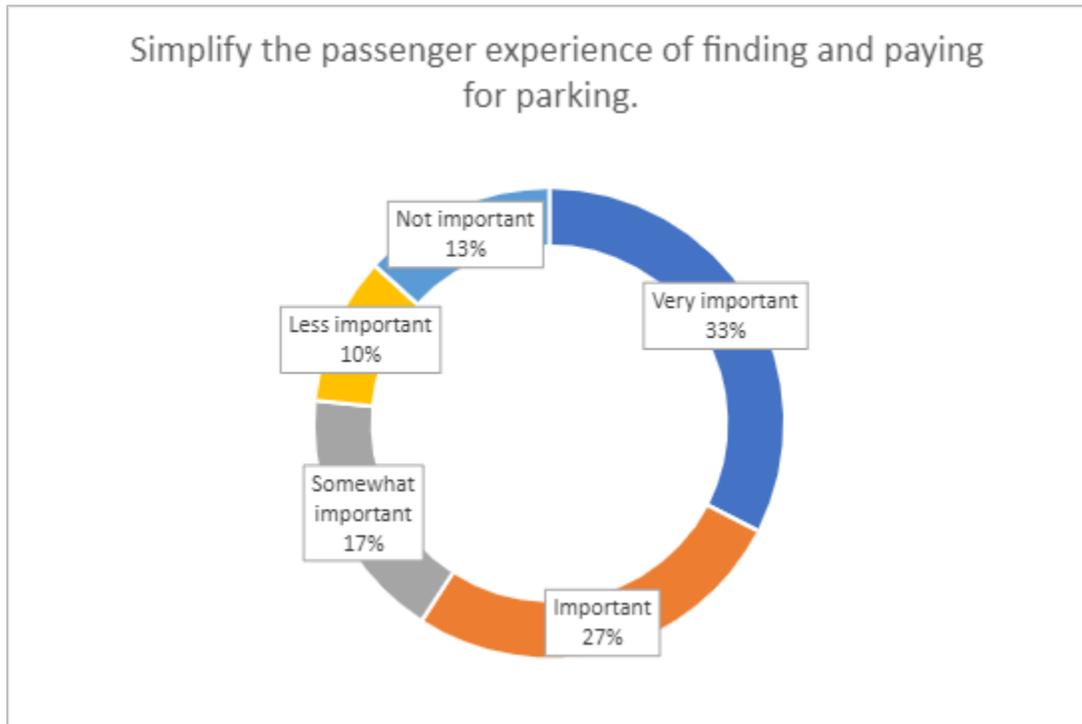


Recover costs to operate and maintain park-and-ride lots.



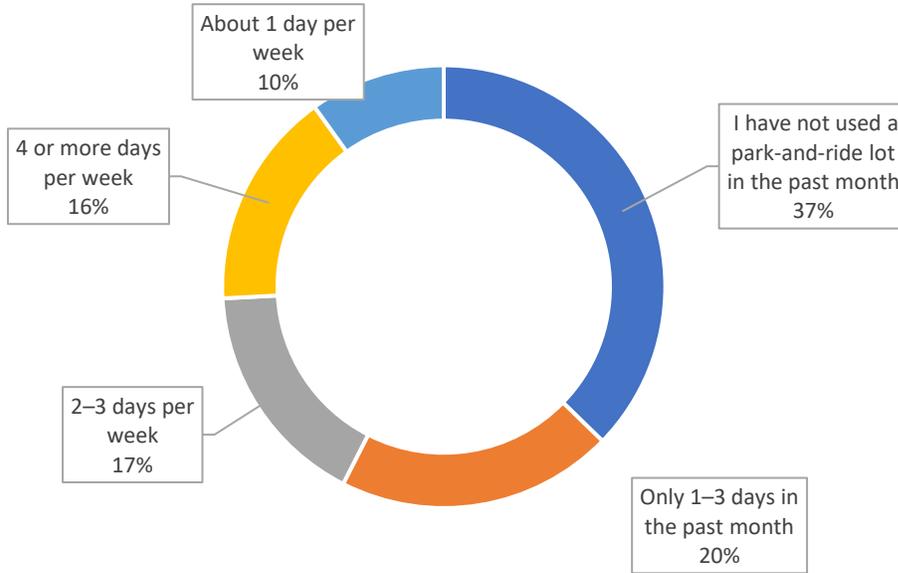
Generate extra revenue to expand transit service and improve access.





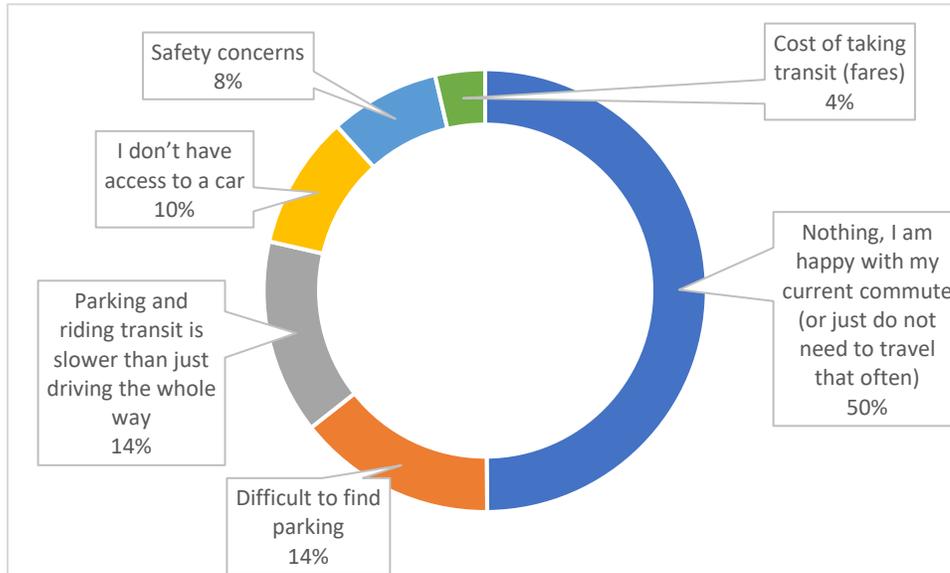
Answers	Very important	Important	Somewhat important	Less important	Not important	Total
Keep some parking spaces open and available when needed.	37%	26%	17%	8%	12%	100%
	925	638	426	205	296	2,490
Increase transit ridership by encouraging carpools, accommodating midday trips, and encouraging transit use.	38%	27%	16%	10%	10%	100%
	949	660	386	252	243	2,490
Recover costs to operate and maintain park-and-ride lots.	18%	23%	24%	16%	19%	100%
	449	582	590	393	480	2,494
Generate extra revenue to expand transit service and improve access.	20%	18%	23%	18%	21%	100%
	492	451	561	453	528	2,485
Simplify the passenger experience of finding and paying for parking.	33%	27%	17%	10%	13%	100%
	810	660	433	252	331	2,486

**4.6 How often have you used a Sound Transit parking location in the past month? (Select one.)**



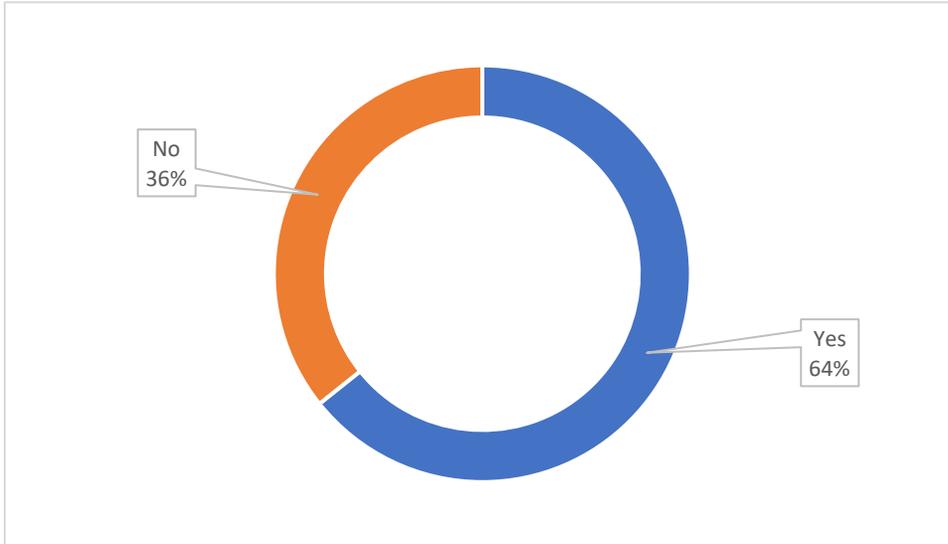
Answer	Tally	Percent
I have not used a park-and-ride lot in the past month	929	37%
Only 1-3 days in the past month	504	20%
2-3 days per week	415	17%
4 or more days per week	397	16%
About 1 day per week	247	10%
Total	2492	100%

**4.7 What prevents you from using Sound Transit park-and-ride lots more often? (Select one.)**



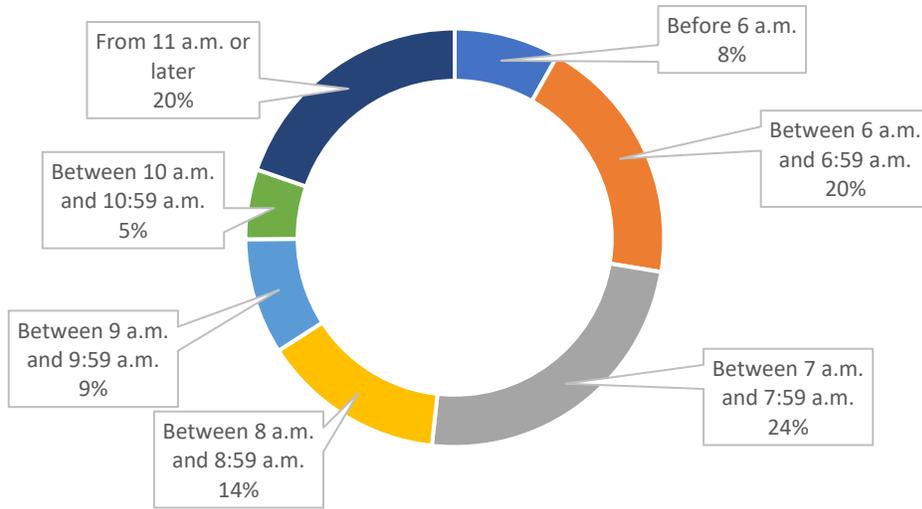
Answers	Tally	Percentage
Nothing, I am happy with my current commute (or just do not need to travel that often)	1,068	50%
Difficult to find parking	311	15%
Parking and riding transit is slower than just driving the whole way	304	14%
I don't have access to a car	209	10%
Safety concerns	172	8%
Cost of taking transit (fares)	78	4%
<b>Total</b>	<b>2,142</b>	<b>100%</b>

**4.8 Would you consider parking and riding transit in the future if park-and-ride lots were easier to access?**



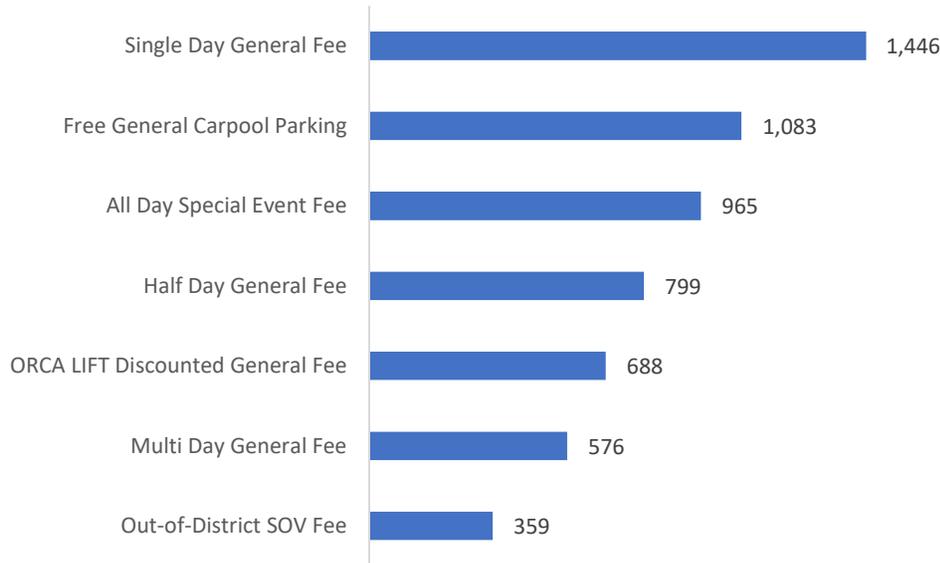
Answers	Tally	Percentage
Yes	1,585	64%
No	881	36%

### 4.9 When do you typically arrive at a park-and-ride?



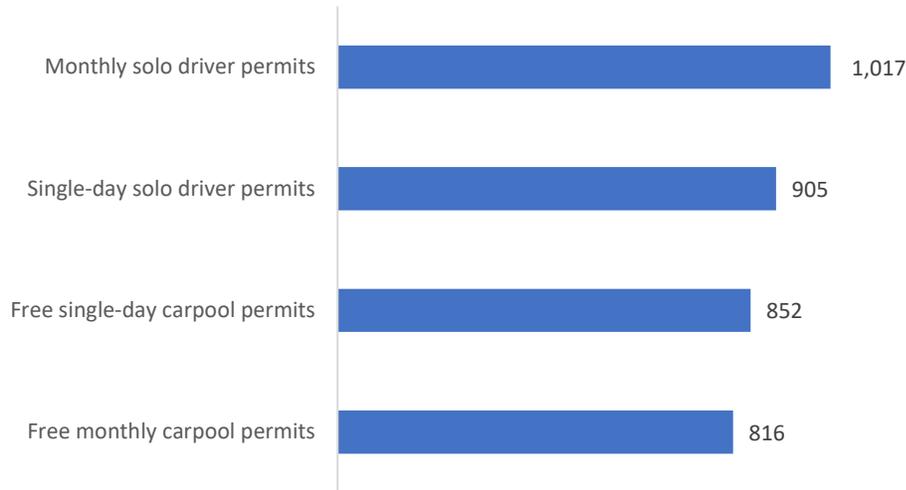
Answer	Tally	Percent
Before 6 a.m.	124	11%
Between 6 a.m. and 6:59 a.m.	295	27%
Between 7 a.m. and 7:59 a.m.	366	33%
Between 8 a.m. and 8:59 a.m.	215	20%
Between 9 a.m. and 9:59 a.m.	136	12%
Between 10 a.m. and 10:59 a.m.	82	7%
From 11 a.m. or later	299	27%
<b>Total</b>	<b>1,098</b>	<b>100%</b>

**4.10 As we consider choices for an expanded program, which type of general permit and fee options would be of most interest to you? Select all that apply.**



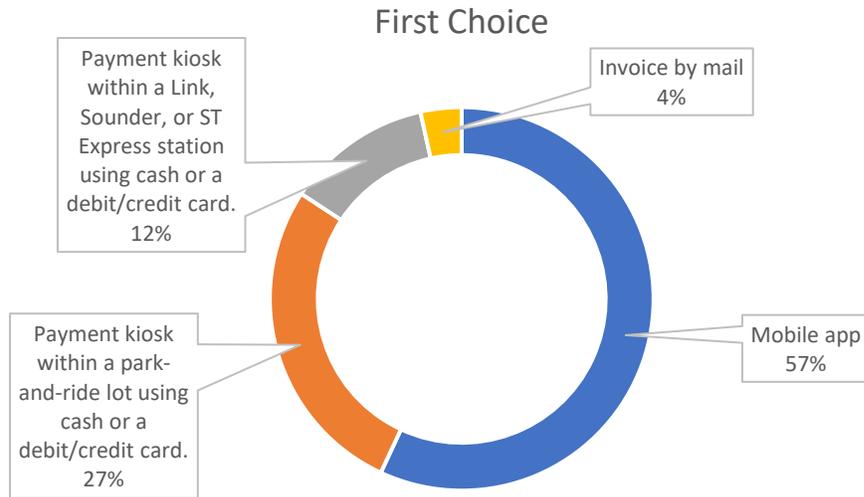
Answer	Tally
Single Day General Fee	1,446
Free General Carpool Parking	1,083
All Day Special Event Fee	965
Half Day General Fee	799
ORCA LIFT Discounted General Fee	688
Multi Day General Fee	576
Out-of-District SOV Fee	359

**4.11 As we consider choices for an expanded program, which type of reserved permit options would be of most interest to you? Select all that apply.**



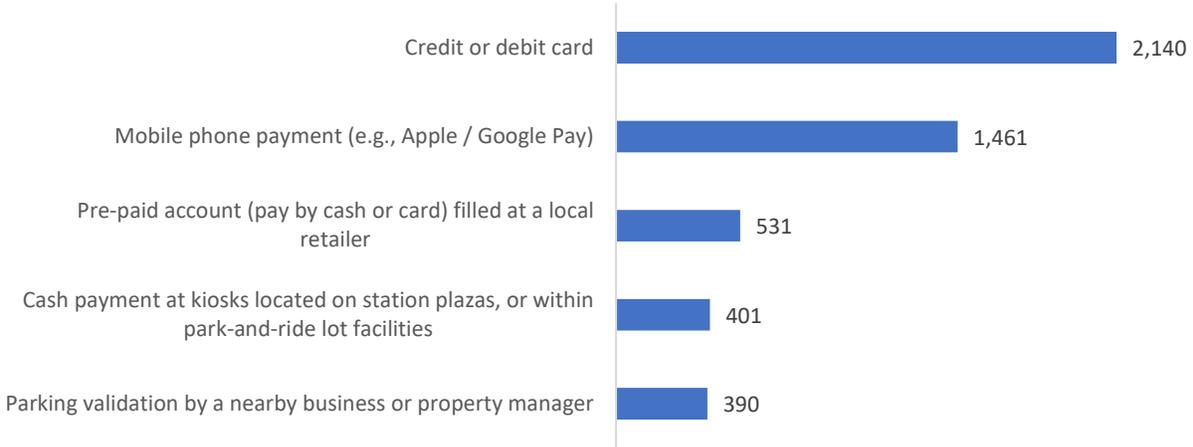
Answer	Tally
Monthly solo driver permits	1,017
Single-day solo driver permits	905
Free single-day carpool permits	852
Free monthly carpool permits	816

4.12 How would you prefer to pay for parking? Select one.



Answers	My first choice	My second choice	My third choice	My last choice	None
Mobile app	<b>1351</b> 49.2%	<b>361</b> 13.2%	<b>384</b> 14%	<b>259</b> 9.4%	<b>390</b> 14.2%
Payment kiosk within a park-and-ride lot using cash or a debit/credit card.	<b>648</b> 23.6%	<b>806</b> 29.4%	<b>512</b> 18.7%	<b>348</b> 12.7%	<b>431</b> 15.7%
Payment kiosk within a Link, Sounder, or ST Express station using cash or a debit/credit card.	<b>292</b> 10.6%	<b>747</b> 27.2%	<b>928</b> 33.8%	<b>335</b> 12.2%	<b>443</b> 16.1%
Invoice by mail	<b>82</b> 3%	<b>222</b> 8.1%	<b>214</b> 7.8%	<b>1771</b> 64.5%	<b>456</b> 16.6%

**4.13 What payment sources are you most likely to use? Select all that apply.**



Answers	Tally
Credit or debit card	2,140
Mobile phone payment (e.g., Apple / Google Pay)	1,461
Pre-paid account (pay by cash or card) filled at a local retailer	531
Cash payment at kiosks located on station plazas, or within park-and-ride lot facilities	401
Parking validation by a nearby business or property manager	390

#### 4.14 Open-Comment Themes for Parking

Comment	Tally
Opposition to paid parking	431
Options will discourage ridership	187
Preference to drive if parking is paid	152
Concerned about low-income riders	72
Support for higher parking fees	42
Would prefer using ORCA balance	37
Improve bus connections	28
Options are too confusing	28
Focus on fare enforcement	27
Concern about taxation and increased costs	22
Concerned about safety and cleanliness	22
Desire for transit-oriented development	20
Noticed errors in survey questions	20
Want easy payment options	18
Support reservation	17
Opposition to reserved parking options	16
Desire for bicycle parking	13
Support for Option A	10
Support for Option B	8
Would prefer mobile app	7
Opposition to parking garages	7
Dissatisfied with the Sound Transit system	6
Support for Option C	4

## 5 APPENDIX C FREQUENTLY ASKED QUESTIONS

### 5.1 Fares

#### 5.1.1 Has Sound Transit considered using faregates as a way to deter fare evasion?

Sound Transit's system was built to use proof-of-payment rather than barriers like faregates to collect fares. Sound Transit is in the process of assessing whether installing faregates would be feasible and cost effective since stations would need to be retrofitted to accommodate. It is also important to note that faregates do not prevent fare evasion, and many transit agencies with fare gates have fare evasion rates similar to what Sound Transit experienced pre-Covid.

#### 5.1.2 Has Sound Transit considered using zone structure for fares?

A zone structure always raises the equity issue of higher fares for short trips just across the zone boundary. Staff did assess a fare structure with a higher "base fare" and a lower "distance charge." This option was not taken forward because it did not eliminate the need for riders using ORCA to both tap on and tap off to pay the correct fare. Staff did not pursue time-of-day/day-of-week pricing because this was not consistent with the recommendations of the 2016 Regional Fare Forum to eliminate time-of-day and zone pricing to simplify fare payment for riders and design of the next generation ORCA system. Note that the ORCA system provides for full-value transfers between and regional passes valid on six transit agencies in the Puget Sound region, a level of regional fare integration that remains unique in the US."

#### 5.1.3 When will Sound Transit bring back Fare Ambassadors?

The Fare Compliance Policy just went into effect November 15th. We have fare ambassadors out in the system checking fare and supporting passengers along their journey. It is this team's responsibility to ensure that those who ride the system have the information they need in order to pay for their ride. Fare Paid Zones are being installed at Link stations to ensure passengers along platforms have paid for their trip, and providing for a clearer system for passengers to understand when to pay along their journey. ORCA LIFT options are available for passengers who qualify for reduced fare payment within the system. Sound Transit is hiring more Fare Ambassadors in the coming year.

## 5.2 PARKING

### 5.2.1 How will Sound Transit use parking policy to promote transit use and/or to discourage people from driving single-occupancy vehicles?

Sound Transit parking facilities provide access to regional high-capacity transit (HCT) services for passengers who are reliant on driving to get to and from their nearest station(s). For this reason, many park and rides serve and attract passengers traveling to/from less developed parts of the region that are not connected with fast or frequent local public transit services, or direct or convenient bicycle or pedestrian connections.

Sound Transit's parking management goal is to improve access and increase transit ridership by making it easier for passengers who need to drive to find a parking space when they arrive at the station. We help more people use the transit system by prioritizing permits and parking for passengers arriving by carpool or vanpool (which allows us to serve more passengers with each park and ride space we operate). In addition, initiation of daily user fees for first-come, first-served parking at selected stations will provide a cost-savings incentive for passengers to share rides, or for those who are able to use other non-auto modes of transportation to reach the station(s).

### 5.2.2 How will Sound Transit make decisions about the policies for parking management and the specific fees charged at each park and ride facility?

The current policy governing access to and the management and operation of park and rides at Sound Transit is Board Resolution R2018-27 (adopted in 2018). Any decisions about changes to this policy, would need to be adopted by a resolution of the Sound Transit Board of Directors. This includes any changes to:

- goals, policies or performance targets for park and ride management,
- the types of parking permits offered, and fees that may be charged,
- required discounts, and
- the facilities and share of spaces that would qualify for management with permits or fees.

The specific fees charged for reserved permits, or for access to first-come, first-served parking at selected park and rides would be set by the CEO, in accordance with Board adopted goals, policies and performance targets, after further analysis of parking utilization patterns, and market conditions, including the price of paid or leased parking nearby each station.

### 5.2.3 How does Sound Transit address concerns about the safety of parking garages?

Sound Transit prioritizes safety and security in the design, construction and operation of our park and ride facilities. Where safety hazards to passengers in vehicle, or pedestrians circulating in or near our facilities are identified, Sound Transit's Operations Department takes care to address the issue(s) as feasible, often through changes to signage, or restriping pavement markings, including changes to vehicle and pedestrian circulation routes, as warranted. To address public safety and security concerns, Sound Transit's contracted mobile

security services regularly patrol all park and ride facilities. At any time, passengers can notify Sound Transit of a safety or security issue or concern on their transit vehicle, or in a station or park and ride facility by calling or texting Sound Transit's Security Operation Center at (206) 398-5268.

#### **5.2.4 How would Sound Transit address the burden of parking fees for people who have fewer resources?**

Sound Transit is committed to ensure that parking permits and fees do not result in a disproportionate cost burden for passengers with low or very low income. Current policy requires Sound Transit to offer at least a 50% discount on parking permit fees for passengers who use or are income qualified for the Puget Sound region's reduced transit fares program, ORCA Lift. From 2018-2020, when paid permits were available for passengers to access reserved permit parking areas at selected stations by single-occupant vehicle (SOV), Sound Transit offered a 2/3 discount from the standard permit price at each station for a passenger who was income qualified for ORCA Lift. As the agency considers changes to the parking management program and policy, Sound Transit will conduct an equity analysis to evaluate the potential impact of permit fees and determine a discount rate and income-based eligibility for discounts that ensures that permits and fees do not result in a disparate impact or disproportionate burden for any group of passengers based on race, ethnicity, or household income status.

#### **5.2.5 How will Sound Transit charge different fees at different locations and different days of the week or time of day?**

It may be necessary for Sound Transit may charge different rates for daily use fees, or reserved parking permits for single occupant vehicles (SOV) at facilities across the region, in order to achieve the program goals of keeping some parking spaces open and available for arriving passengers, and/or recovering agency costs to operate, maintain and manage park and ride facilities. This would mean that fees and permit prices applicable at each station would fall in one of three or four 'tiers' of prices, depending largely on the regular level of occupancy of the park and ride, and the price of leased or paid parking at other locations nearby each station. Moreover, permits and parking fees may only be applicable during certain "peak" hours each weekday, or on selected dates of major regional events, when parking demand is high. Sound Transit will communicate the applicable fees and hours for daily use of first-come, first served ('general') parking, or reserved permit parking at each park and ride facility in the region via the agency's web-site ([www.soundtransit.org/permitparking](http://www.soundtransit.org/permitparking)), and via the mobile application that many passengers will use to find and pay for daily general fee parking at their nearest station. Ample signage would be installed at each facility to inform passengers of:

- which specific areas and spaces within any facility are restricted to use by valid reserved permit holders, vs. the remaining spaces that are available for first-come, first-serve use, but subject to applicable daily use fees on weekdays and during special events, and
- the days of the week and times of day during which arriving passengers are required to pay a daily use fee, or to have a valid permit for use of restricted spaces in the reserved permit parking area.

Sound Transit's contractors for parking management services, Passport and SP+ are prepared to communicate to and charge parkers the applicable rates for each facility for daily use, and for

reserved parking permits.

**5.2.6 How will Sound Transit validate that park and ride spaces are used by transit riders and that parkers have a valid permit, or have paid the necessary fees?**

When passengers apply for a reserved parking permit, or pay a daily fee in person, online, or via mobile app they will be asked to provide both a vehicle license plate number(s) and a transit fare card account number (e.g., ORCA, ORCA Lift, Regional Reduced Fare Permit, or U-Pass). Sound Transit's permit parking management vendor Passport will manage compliance with park and ride facility and program rules and regulations. Passport's mobile park and ride ambassadors will circulate through all park and ride facilities subject to permits and fees each weekday, monitoring the use of parking spaces using mobile license plate readers to confirm that each vehicle has a valid permit or was associated with a valid payment if and as required. Validation that park-and-ride users are taking transit, and that carpool permit users have multiple transit passengers per vehicle can be done by Passport in coordination with the regional ORCA fares team through a reconciliation process where a list of valid license plates parked at each facility and their associated ORCA or other fare card numbers are compared with ORCA records of transit trips departing each hour from each station.

## 7 APPENDIX D: OPEN COMMENT FARE RESULTS

Open Comments About Link Light Rail Fares
<p>Instead of raising rates, ST should enforce usage. 70% of the people I see getting on and off the train don't pay.</p>
<p>I think that distance-based fares encourage the use of Link light rail for daily shorter trips. If we're striving for Link stations to serve as the hubs of dense 15-minute neighborhoods, people need the ease and freedom to hop on and hop off a couple stops at a time.</p> <p>Cost of a trip is a decision point for this type of travel: short neighborhood trips by transit. If I got free shared e-mobility for my first/last mile with the cost of a flat fare, now we'd be talkin. Partner with Lyft or Lime or set up a docked bike share system [see Divvy in Chicago], plz.</p> <p>Consider a flat fare, if we're going to continue our regional trend of economically displacing our low-income friends and family members to the farther reaches of the ST District. Make the people who already rely on transit, make their lives easier. Make those of us that can still afford to live in Seattle pay for those is that no longer can.</p> <p>That's a couple ways to look at it.</p>
<p>Appreciate everyone who makes this outreach and engagement process possible &amp;3</p>
<p>Distance based fare is standard in most passenger rail and light rail systems in the US because it encourages more frequent short distance trips, which can help to subsidize stations and trips with lower core ridership that relies on those services. A flat fare would heavily discourage the use of the light rail between UW and U-district, or within the downtown stations, negatively affecting riders and profits in the short and long terms.</p>
<p>You talk about equitable pricing. Flat rate pricing is not equitable for people living closer in, nor does it address what inequity you aim to solve. Think of what occurs when people drive cars to work - the farther you live from your job, the more fuel you'll use and the higher price you will pay. Using a distance based pricing is more accurate snapshot of use and makes those who ride the farthest pay the most. If there are inequalities like low income - you can always address those people as a group and offer lower rates based on their circumstances. People who can pay and have no reason to get a discount ( no equitable disparity) should not receiver a lower rate - ie&gt; a neurosurgeon who is black shouldn't automatically get an equity discount in their fare just because they are black - they don't appear to be disadvantaged enough to need a cut in the fare rate, and giving them a discount doesn't appear to give them any advantage other than allowing them to buy an extra latte each week.</p>
<p>Whatever fare structure is chosen, it needs to come with better fare enforcement (for light rail especially). I see too many riders who travel without tapping their cards or having a ticket. Consider installing fare gates where feasible. I realize this is difficult at the at-grade stations in Rainier Valley, but it should be feasible for all of the below-ground or elevated stations.</p>

<p>I have for years ridden mass transit regularly, daily to and from work, the shopping, and to and from the airport. The fact that you are wasting time establishing fares is a joke given that 80% of riders don't pay at all, my personal observations. Just make transit free, unless you install train entry points similar to other cities and require payment.</p>
<p>In addition, concerns about my personal safety and health from inhaling drug smoke has me, a dedicated rider, using transit less.</p>
<p>I'm a senior citizen</p>
<p>Distance based fees are less equitable for lower income people who often have to travel further to get to work because they are forced to live where housing is affordable and often fast away from their jobs</p>
<p>None</p>
<p>What other steps are being taken for fare enforcement? Current program is not effective. Maybe if you invest in this factor rate hikes wouldn't have to be as high.</p>
<p>I think the overall fare is too high. Our light rail costs more than other comparable cities and offers less regional coverage.</p>
<p>Travel based fares will encourage the behaviors associated with a 15 minute city. There will need to be marking support for tap on and tap off for the public</p>
<p>I hope that everyone that uses this transportation pay there fair so we will avoid more increased</p>
<p>Make rewards easier to access.</p>
<p>I personally won't use this as a commuting option until the Lynnwood stop is available.</p>
<p>Non destinational riders discourage me the most. I hate feeling like a "sucker" when I do pay because so many don't.</p>
<p>Not needing to "tap off" is appealing. Many people do not tap off, and that could result in higher fares than they should pay. Also, it makes passes clearer for employers - train rides are train rides.</p>
<p>Every other metro system utilizes a distance-based fare scale. As long as this is done equitably to not disadvantage students and those utilizing Orca Lift, this is a sufficient idea.</p>
<p>Does distance based fare work with direct credit card fares? Would love to see sound transit allow people to directly tap their credit cards and I don't see how distance based fares would work with that.</p>
<p>Distance based fares are more equitable making it my strong preference</p>
<p>As a daily commuter, flat rates are punitive.</p>
<p>Encourage more fare enforcement. Fare rates are a moot point if you have an unusually large number of people who simply don't pay.</p>
<p>Flat rate seems easier but those of us that live farther out should pay more. We're traveling farther so it makes more sense.</p>
<p>I'm curious to hear how the new fees will be enforced. I ride the light rail every day. I'm my experience, it seems that barely 30% of riders tap on and off, and a trivial amount pay for single tickets. How can I know that these increased fees will help meet Sound Transit's budgetary goals if there's no enforcement? It seems increased fares would decrease incentive for an already vanishingly small subset of riders to pay, this reducing revenue.</p>
<p>Most large scale transit systems (New York, Boston, Paris, London) use a secure fare system so riders are not allowed on unless they pay. This should be adopted for link light rail.</p>
<p>I usually take the light rail for short distances. a stop or two, three, so would likely use metro bus more often to get closer to my destination. except when going to the airport</p>

I will use the light rail the same amount no matter the cost. My card is currently paid for by my employer, but fare cost wouldn't affect my choice even if it wasn't.
No
Only the you may not have to raise rates if people were required to pay. I ride daily and have since Northgate opened and never seen anyone asked to show proof and see people walk on all the time without tapping. I'm sure most did not but on online
i have a suggestion: instead of raising fares, sound transit could cut unnecessary costs. many of these costs come from programs that actively discourage people from riding transit—like, for example, “fare ambassadors.”
No
Not yet
People might forget to tap off when getting off the train or bus. This will subject them to the higher fare. The tapping off might lead to congestion, especially in the urban areas. Keep it simple.
The Ride Store should open for a few hours on Saturdays (Maybe 6 hours) and Sunday (Maybe 4 hours).
It feels like the flat rate benefits the long distance commuters at the expense of people taking short trips, which seems like a bad idea.
Washington residents should ride for free and let visitors and/or sales taxes on businesses near the train fund the rest.
I'm a big fan of the transit system! Thank you to the employees who make it run. And flat rate is the way to go.
Many people don't pay at all. Put barriers when entering platforms getting onto trains. You don't pay you don't ride train. Why should 40 % of us who pay have to bear financial burden for light rail financial system that others abuse.
Most people do not travel the longest distances, and even if they do, it is not on a daily basis. This makes it unfair/ expensive for shorter distance daily commuter
Either way it's important that every passenger pays for their ride. without proper gate for people to pay there's no way to obtain fare from everyone. Too easy for people to walk in and out without paying.
I'm confused on what the flat rate would be raise too
Fares don't need to increase. The number of people paying fees needs to increase. Install turnstiles like any other comparable light rail system that only allows access to trains if people pay. ST itself estimates 30-40% of riders don't pay. Make them pay their fare like the rest of us instead of increasing the cost to everyone else.
It would be interesting to know what the average far distance is and how far it is from the flat fare rates proposed.
No cause for rate increase before frequency of service improves. Build and increase frequency and reliability and rate increase can follow.
No, but the Stadiums absolutely need to negotiate with Sound Transit to include fares in ticket prices for events. We frequently are on the train for baseball, soccer, hockey, and football and notice that far fewer people pay for their trips on these scenarios. Also, capacity must be upgraded to continue to encourage people to ride transit.
I use an orca card by my company and it is messed sense for a fixed rate.
It's unfortunate that our government is not fighting for an income tax to address the issue of transit cost.

<p>While option 1 requires more action from me, it seems much more affordable. I like taking public transit because I can afford it way more than driving</p>
<p>Distance based fare must be publicized better than the current system is, because I notice many passengers do not tap off because they are unaware of the different fare charges. Distance based fare will discourage long trips which would not help reduce the i5 congestion.</p>
<p>PLEASE KEEP THE LIGHT RAIL RUNNING UNTIL 3am. Many low income service workers would be able to be incentivized to use the light rail. If we can't get home then we have to drive both ways. The bus stops have proven VERY unsafe during those times.</p>
<p>The only thing I would want to see is more security on the rail for safety of us passengers. Some trains carry people who are either on drugs or mental issues and they can be a serious safety issue for us travelers</p>
<p>Distance-based makes more sense to me, and also is similar to other transit experiences I've had in other big cities. I would prefer a better "tap off" visual message though, since sometimes I'm unsure if it took or not.</p>
<p>Riding sound transit should be free. Also, the service in general is inconsistent, unreliable and unsafe due to overcrowding.</p>
<p>My questions is why homeless people don't pay for rides I don't think is fear</p>
<p>You would make more money than either of these options could get you by actually enforcing fares.</p>
<p>If you actually enforced payment for the large number of people I see daily not paying, then you wouldn't need to increase the cost for those who actually do the right thing and pay.</p>
<p>Won't impact me until Judkins opens.</p>
<p>Going flat may flatten the few dollars of fare you get from longer distances and would discourage those who are going ranges under 3 dollars (me included ) who'd see a 75 cent jump in potentially daily fare.</p>
<p>Fare enforcement needs to be community based. Everything possible should be considered to make them feel as little like cops as possible.</p>
<p>people would be prone to forget to tap off and then be charged a higher fare</p>
<p>sound transit is a long overdue solution in our region. Fare rates are an important discussion, yet safety is also a primary concern. Addressing the non paying use of the system (allegedly as high as 40%) would target both areas of concern. Other communities utilize turn style with id entrance to screen. This would be a relatively easy and affordable solution that would improve the stability of the venue. Most riders would use the orca card while occasional riders would purchase tickets that would scan at the turn style.</p>
<p>Distance based fares are similar to places like Japan. However, whenever I ride the light rail I notice that many folks don't "tap on", but even fewer "tap off". So I think the flat fare might fit better with the current riding culture here.</p>
<p>The major benefit to the flat fare rate is that I don't need to remember to tap off. It's more convenient. It doesn't make sense to charge someone who rides from Cap Hill to Westlake the same as someone going to the Airport. But it's also annoying to be charged \$4 if you forget to tap off.</p>
<p>The most important thing you should do is add more machines to let me tap on and tap off. Why are there so few machines at each station?</p>

<p>Are polling people so you can construct a model to see which option will bring in more money? Because not tapping off is a good perk, but if it's more than 3 dollars it's still expensive. You'll have more people just hop one stop and then get off because for them that's cheaper. If we don't have to tap off will fare enforcement stop? Is fare enforcement going to instead be checking that we aren't going two ways on one tap? I thought it was like sound transit where you had a time period to tap on and not be charged again. Would changing to a flat rate make the ticket machines easier to use? Is there an update consideration for those? I think if you move to a flat rate it should cover a full day. You tap once, no more hassle, maybe it's 3.50 or 4 for the whole day but then when you have to move through the city for school and work back forth you aren't calculating every time you catch the rail. I think that's the best option so we aren't the most expensive and expansive transit system in the country.</p>
<p>Distance based fare, is the most fair option.</p> <p>If I'm only traveling a short distance the rider that traveled farther gets the most benefit.</p> <p>Flat rate would make me pay more than I currently am.</p>
<p>Distance based follows more of the consumption model, however it may penalize those who rely heavily on public transit, like myself. I see pros and cons, especially some pros for folks that live and work in Seattle proper. But given that I rely on parking and the taking the sounder into Seattle, followed by a very long bus into Redmond, that could become cost prohibitive for ppl who do not have their orca cards subsidized by their employer. And so, I think a fair balance would be distance based up to a point, where it is flat after the max is reached.</p>
<p>I like the flat fare of \$3.50 for Link and Sounder. But this seems like a lot for Tacoma Streetcar. (Which should really be free anyways)</p>
<p>The flat fare fee is more equitable as it allows folks from further outside of downtown to access downtown services for a lower fee. I'd like to see Sound Transit adopt the lowest of the fare options (3.00) to maintain affordability. I also really like that this fare model doesn't require folks to tap off: forgetting to tap off or not being able to find the reader unnecessarily punishes riders.</p>
<p>The fare should be collected using turnstile stations instead of independent podiums so riders will actually pay their fare and Sound Transit will have more reliable fare based income and collection. Most subways/light rails use this system and riders adapt well to it. Also, having a flat rate weekly pass for visitors from out of town would make traveling in Link much easier for out of town visitors.</p>
<p>As someone who commutes using both the sounder train and the light rail, would transfers still apply?</p>
<p>I usually only travel a short. Distance for work commute. But I sometimes use the light rail for long rides on weekends and at night. I have an unlimited pass so not sure how this fee structure would change my pass.</p>

PLEASE CHANGE TO A FLAT RATE, I was just talking to a fare ambassador about how a flat rate seems so common sense. I'm an international student services coordinator, and explaining the train is so complicated, and I just found out I was telling them WRONG THE WHOLE TIME. I thought with an adult pass you only need to tap once, but apparently it's 3.50 when you tap once. I've told hundreds of international students something wrong, despite SCOURING your website to try to fully understand the policies. stop spending soooooo much money on education to help understanding fare (that absolutely doesn't work, many don't know how fare works, I thought I was an expert when in fact I'm an idiot) when it could just be simple!!!!!!!!!!!!!!

I do think 3 dollars is best, but I mostly feel that way about the bus. It's so vile that you should pay 2.75 for a ride, do you know how hard it is to get your hands on some quarters? dear God just make it easier please.

I hope the 99 dollar monthly pass remains as well, I believe that's a fantastic price.

I'd also love to suggest the ability to buy multiple daily passes at one time, it's weird that you can't. I'd love to load an orca card for when my sister comes and just pay for a daily pass from one date to the last date. the weekend pass often doesn't cover what travelers would need.

The best way to increase ridership is to increase the EASE OF USE. that means simple fare sign "3 dollars to ride anywhere!". SO BEAUTIFULLY EASY and so inviting to visitors and new riders. And then the rate of rides. when the trains run 8 minutes I feel like I live in the best city in the world. When it's 20 minutes, I'm bored and reminded that the most dangerous part of taking public transit is waiting for the bus. More rides, more people, safer trips.

I love seeing you expanding! Huge transit fan I love you guys

<p>I have to alternate between going from the Northgate station to either Capitol Hill, or all the way to the Tukwila station. I feel more strongly about ushering in a flat fare compared to a distance-based fare because I would spend roughly the same to get to &amp; from school at Capitol Hill, and still save money on the trips further south.</p>
<p>Riding one or two stops is cheaper than a bus! But I know a lot of people who do not know to tap off.</p>
<p>Before considering raising fares, there should be more emphasis on fare enforcement. Those of us who consistently, honestly pay the fare are carrying the load for those who frequently skip paying the fare. There is not nearly enough being done about it.</p>
<p>I like the simple flat rate approach whether going to Seattle or Airport. We would use this from Lynnwood often.</p>
<p>Many riders can use MetroFlex to access Light Rail, but not in Kent. Use of MetroFlex to connect to Light Rail eliminates the need for parking and the vehicles can easily be switched to electric, if not already so. In Kent, this is not an option as MetroFlex will not drive 3-5 minutes outside the arbitrary Kent boundary. Instead Kent riders must wait for and catch a bus to make the trip, making the transportation method infeasible for the vast majority of Kent riders. Please have Kent MetroFlex connect to Light Rail. Sound Transit and MetroFlex, has "othered" Kent, YOU SUCK. Instead of providing great service, you're sitting around with your thumbs up you rears, I will never again approve a Sound Transit vote.</p>
<p>As lightrail expands, I'd like to see even more zones, with fares based on how many zones you enter, with travel within one zone being free. The flat rate option would discourage riders on short trips from paying, especially since there's no enforcement/consequence.</p>
<p>Please incorporate turnstiles to enter and exit each station. Prevent miscreants from boarding trains when they have nothing better to do than harass passengers. Give low cost passes to needy people who will follow the rules.</p>
<p>I don't support the flat fare proposal, as it would most likely cost me (personally) more overall. I think the tap on/tap off system is perfectly reasonable, and does not create hardship for passengers.</p>
<p>I support either change. I lean towards flat rate since it's simpler and because I usually take the link for mid or long distances.</p>
<p>I typically ride to the end of the line currently, both ways, and will ride further when the north link is completed, so it doesn't make much difference to me if it is a flat fee or distance travelled fee. For those who travel only part of the route, the distance fee (tap on, tap off) seems fairer to me.</p>
<p>Distance-based is economically favorable to higher-income residents who already live in city-core and can afford transportation options more than those who continue to be displaced and pushed out further into the suburbs.</p>
<p>I think it makes sense to look to the most successful transit system in the country — New York City's MTA. They use a flat fare. And, if you pay 12 fares in a week with the same card, you automatically get to ride for free for the rest of the week (12 individual rides is the cost of a metro card for one week of unlimited rides). I'd strongly support that sort of system.</p>
<p>I live in Tacoma and am most likely to take the Tacoma link. The flat rate seems like a bad deal and would push me to use the bus instead if feasible.</p>
<p>Many of the passengers that I see riding the Link do not tap off when they finish their ride. While this may be ok for those who are buying their own passes, it frustrates me knowing that some are riding on passes given or subsidized by their employer, meaning that the employer is paying more than they have to. The point about a flat rate being easier to budget for is right on point for both personal and corporate budgeting.</p>
<p>Put turn styles in place which force people to pay.</p>

Flat fare is so much easier it will encourage better fare compliance and more light rail use.
we also need an all-day or all distance/all lines rate, say if we wanted to get on and off multiple times.
other places where I ride light rail (MD) use distance based rates and their maps are easy to read
Please consider equity when updating fares. Charging more for folks who may live further outside the city to get to downtown unfairly burdens those who may not be able to afford to live closer to jobs or essential services.
Even when I got on at Northgate and just went to stops to you district, I was disappointed that this was the same price as if I had went all the way to international district. It seemed to me that this should be rated differently and it was ridiculous for University of Washington, such a short distance to be \$5, though that made sense to me for heading to the international district. Others I spoke to said they simply don't pay for a single stop, because they don't want to pay that fare, and that I should have skipped paying too. I don't think this is right, and shows an issue in the system.
The flat rate would certainly help people who live further away from their destination. Would people who live closer to their destination be negatively affected?
Using transit can be complicated, make paying for it SIMPLE.
I believe you should consider a Zone based fare system as proposed by an Urbanist article I read. It is simplistic...even for someone like me in Pierce County who would pay a bit more.
Daily use cap.
It would be beneficial for the future of Link light rail if fares were actually collected for all passengers. Considered turnstiles or policing fare payment.
I understand there are many reasons to support light rail transit, but to me one of the more important ones is that increased ridership decreases traffic/road use on our highways. If we consider vehicle miles travelled that we avoid with light rail, then long distance riders such as people commuting downtown for work are some of the most "productive" transit users and they shouldn't be punished for traveling a long distance. That said, I think that the flat fares may punish people who are using the rail multiple times a day for short distances (say, commuting around downtown a few times) and one disappointment I have had with Sound Transit is the lack of an unlimited daily pass (maybe for the price of two trips) which would blunt the impact on high frequency short trip users.
If it's going to be a flat rate it needs to be \$3. Otherwise short trips make no sense
Just tax us for more revenue. The rates are already high and doing this will just make less people want to ride light rail.
I don't believe I've ever seen any messaging that I need to "tap off" when exiting the Sounder or Light Rail.
The flat based fare is easy to understand and would be easier to explain to people.
Why is this being discussed when fares aren't even being enforced? The Link needs turnstiles to force people to pay. I see tech bros who are perfectly capable of paying get on and off at Westlake every day treating it like a free service. I'm sure the revenue from this proposed change would pale in comparison to the ROI from the change. Not to mention that with increased security, people are likely to use the service more because they won't feel threatened by some of the more dysfunctional non-paying passengers. This is common sense.
Flat rate is simple, just like the day pass.



<p>make it fair based on travel make it so you only have to tap once this is adding to my commute time i almost want to drive and waste gas and parking is free so yep not to happy moving forward. keep the 510 until 7 am, then force us to use the light rail</p>
<p>If you go with the distance-based fare, the starting fare should be much lower. Would it be \$2.50 for one stop? Ridership would increase if anything under three stops was free, then start charging after that.</p>
<p>Free fare for all.</p>
<p>Distance-based fares make logical sense, but their implementation is too complicated and would make options such as fare barriers more difficult to implement. It's time to get rid of tap-off.</p>
<p>Flat fares are the simplest and most friendly for transit riders. They might incentivize ridership and discourage fare evasion and I think it might make it easier to do revenue forecasting (just a hunch).</p>
<p>Simplicity might encourage ridership and end bad feelings when riders now forget to tap off and then are upset with paying more than they planned on.</p>
<p>Light rail should be free. Otherwise no one will use it. Tax Amazon and other larger companies that contributed to the traffic nightmare. Add recreation spots to light rail like snoqualmie pass.</p>
<p>The distance-based fares are more equitable. The flat fare rates are more convenient for the affluent rider who doesn't have to worry about cost. It's important to consider which will increase ridership to continue Link's survival.</p>
<p>Enforce payment better. Add pay stations.</p>
<p>The tap on and off is very confusing and not explained well in the stations. Flat rates would be so much easier for everyone.</p>
<p>With the consideration of a "penalty" for not tapping off at a destination, Sound Transit must consider how this will impact disabled, elderly, or plain forgetful people. Extra signage should be added and maybe interior ad placements reminding riders to tap off.</p>
<p>I like the flat rate as it is easier to plan/track balance on ORCA card + less hassle for passengers of when to tap off and being charged more than planned.</p>
<p>On the surface, the distance-based fares sound fairer except that we all are paying ST taxes and millions of us have been getting - and will be getting - far less for it than those who live in Seattle. In particular, Snohomish County folks - especially those of us in SW Everett - have been getting short-changed for 25 years: we only have Seattle-bound peak-only buses, none going inbound to Boeing/Everett, only 1 on-street stop in SW Everett (vs. dozens of in-street stops in wealthy Bellevue), which has only been deemed worthy of having light rail, no stop planned for Seattle Paine Field International Airport, leaving it with a meandering, occasional Everett Transit service - and the airport's not even in the City of Everett!</p> <p>Conversely, flat fares are simple to understand, no tables to locate on the web and scan through, and it's fairer in the context of the region's investment in Sound Transit projects and return on their investment. The "tap on, tap off" is forgotten about - and not even known about - by thousands of existing customers, as it's different from ST Express and most other buses, including CT's Swift BRT (and I think even ST's Stride). The last time I rode, I was in a rush to catch a limited service late-night bus, so I didn't have time to "tap off," and I suspect that there are MANY customers that don't know and/or don't take the time to "tap off," and thousands who don't know that they're getting charged more.</p>
<p>"Tap on" and "tap off" is somewhat inconvenient because riders have to go out of their way to pass the card readers in order to tap off. It also makes it harder to budget for rides if the fare is variable.</p>

<p>People in Seattle that take shorter rides shouldn't be subsidizing suburban commuters.</p>
<p>Distance rates are more fair. That said, I'd rather have more paying riders so if flat fare gets more riders, choose that. I think barriers at entrances would get more paying customers.</p>
<p>I always forget to tap off</p>
<p>Not having to tap off would be great. The difference between fares with distance vs flat rate is not big enough to make a difference for some riders.</p>
<p>I would also like to see transit fares being enforced with actual turnstiles and improve safety of trains by removing unpaid fares.</p>
<p>Having to remember to pause and tap off when departing seems too difficult when I was used to the bus fare used to be just when you entered.</p>
<p>Due to suburban poverty, distance-based fares are more inequitable. Flat fares cut across the income divide.</p>
<p>With no fare enforcement now...or limited...the flat fare seems best to use and will be easy to understand. I do think there is a certain threshold based on economics where persons should be able to ride for free or reduced rates also. I am not one of those who needs reduced or no rates.</p>
<p>I find the "tap off" to be very, very confusing and often difficult in a crowded station with which I'm not familiar.</p>
<p>Riding link from Capitol Hill to UW shouldn't cost the same as going from Federal Way to Lynwood. It would make me consider alternative transportation options if that were the case.</p>
<p>I tend to think about what is the most helpful for the common good. Both proposals have their pros and cons. Distanced based is the most equitable, but the ST open system is not intuitive for a lot of riders to remember to tap off.</p>
<p>Flat rate is the most intuitive for passengers. Outside of Link and Sounder most other regional public transit is a tap on only process. However, it does make short trips more expensive.</p>
<p>It's not going to be perfect for everyone. I would like ST to lean heavily on the thoughts of folks who may be financially challenged who take shorter rides regularly and how flat rate impacts them financially.</p>
<p>Flat rates would be a lot easier to manage. I can't tell you many times I forget to tap out.</p>
<p>Distance-based fares are fairer. You pay for the distance you travel. Tapping on and off is not difficult.</p>
<p>It is not clear how transfers would be handled. I do a lot of combined train link bus commutes, if I must pay the full amount each time I ride, it will likely be way more expensive than paying by distance. I would prefer a set max amount so I can better plan and budget my costs.</p>
<p>Fare differential is minimal—I would love to take the link everyday, but it's the lack of service area that stops me. The Tacoma link should go down 6th—not 19th.</p>
<p>Bring back actual fare enforcement. We wouldn't have to consider higher fares if people were actually paying. 15 percent of people aren't paying and the ambassadors can't do anything? Really? The distance based fare is equitable, with the continuation of Orca lift staying as is and accurately captures the riders usage. You ride a longer distance, you pay more. And this system is already in place. I was disappointed when Metro and ST got rid of fare zones, it gave the higher income riders traveling between Seattle and the suburbs a nice discount while punishing everyone else. I once qualified for the disabled fare and it was a godsend. I'm thankful my health came back where I don't need it anymore but recognize the lifeline that truly was. A 3 day a week monthly pass would be great and I would use the</p>

<p>system more if that was an option.</p>
<p>My job pays for my orca card</p>
<p>I like the idea of a single fare and not having to “tap off,” but I’m not sure how much more it would cost me in the long run.</p>
<p>I prefer the NYC MTA model. The SF BART and DC Metro models are confusing to understand, and I’ve often been stuck inside the station, having miscalculated how much I owe, etc. With the same fare for the entire system, more people are encouraged to use the link for long-term distances. This will be phenomenal when traveling to Tacoma!</p>
<p>Sound Transit does not bother to currently enforce fares because Sound Transit believes fare enforcement is "racist". So Sound Transit should either embrace racism and enforce fares or just stop charging fares.</p>
<p>I typically use Light Rail to ride from Angle Lake to the airport so a flat fare would not be the most economical unless I can use transfer from my bus to defray the cost.</p>
<p>Fare enforcement is the biggest issue. When I get on it appears the VAST majority haven’t swiped a card—the best way to ensure fares are “fair” is to enforce across the board. And second violations hurt in the form of fines.</p>
<p>Any increase in fares is a detriment to the system that makes riding less worthwhile.</p>
<p>If you do a flat fare, it should be 3.25, which is the flat fare for ST Express. Hence, it would be the same fare, Bus or Light Rail. The biggest problem is that flat fares penalize the short distance riders. Also, you may face a PR problem. When the 1 LINE is extended to Lynnwood, overloads are expected during peak hours, and those who are riding shorter distance up north and facing a higher fares and can’t get on, due to overloaded trains, may turn off some riders.</p>
<p>I would like to see free rides incorporated in some way. It used to be apart of metro in the past.</p>
<p>I disagree with both increased fare options. In order to be accessible to everyone, transit should be free of charge.</p>
<p>I would choose option one were it not for the surcharge for forgetfulness. I'd rather be secure in my knowledge of a flat rate than be overcharged for forgetting to tap off. If that system can be reworked, option one is preferred.</p>
<p>Very rarely do I pass \$3 so this new option, depending on where the fee structure of \$3-\$3.50 land is unclear. This may change once light rail expands on the Eastside (I would still have to drive) but disappointed of the delays as I will be retired before the light rail even goes to Issaquah which is a shame as I was a big proponent of this when I completed the survey many years ago. Right now, I have no encouragement in riding light rail other than to go downtown from the UW which is very rare.</p>
<p>The fares should all be zero. Recover the cost by firing the cops. Easy!</p>
<p>If flat fare was higher than a Metro bus fare I would just take Metro even though it is sometimes reliable. I take a combination of light rail and metro depending on the time of day.</p>

<p>The fare honor system is a JOKE. You have provided now a free transportation for the homeless and drug users. I don't see any ambassadors approaching them to check; they only check normal looking people. So how is that right? Our tax dollars already paid for this, and it's not even safe. The cars are dirty, smell like vomit, and will always have homeless people sitting in the end of the carriages. I have witnessed a man being stabbed on the light rail, kids with guns, and homeless people acting violent on drugs. Your board needs to seriously do something better with their time than worry about fares. Work on eliminating the danger, violence, and people riding that TOTALLY VIOLATE ALL THE RULES POSTED FOR TRAVEL before worrying about fare. Very stupid idea to create an honor system with no barricades in a city that is so liberal when it comes to drug and homeless population. There should be one security officer with each driver in every train, so they can go to whatever carriage is necessary for help at any time. GET THE HOMELESS AND DRUG ADDICTS IN CONTROL! I beg you! What is it going to take? This is NOT okay, stop joking yourselves. Maybe begin to check all the drug addicts and homeless if they paid and then more functioning citizens will actually feel it's right for them to tap on. I know this system is losing you money and you are going about trying to fix that problem in the wrong way. Fix the broken system.</p>
<p>As a Senior with an Orca card, I would hope that the deeply discounted fares we pay would remain. Do you have any figures on that?</p> <p>I do have an issue with the stations, however, and that is the lack of public restrooms at the stations. It's a deal-breaker for some trips I might take, e.g., to the airport. How are you planning to address this need for everyone, not just Seniors?</p>
<p>Better management of unpaid riders may better help your funding rather than looking for more from those who pay.</p>
<p>Make fares equitable so people with money cannot purchase their way to a better commute than someone with less money. We all pay taxes.</p>
<p>Use of peak vs non peak times considered?</p>
<p>Flat-rate fares are a handout to suburban riders at the expense of people living and using Link within Seattle city limits. Link riders in Seattle should not have to pay the same amount to travel 1-2 miles as riders coming from Snohomish &amp; East King County.</p>
<p>I like to see a plan to dedicate certain Link Light rail trains (i.e. Express train) that just service limited stops for passengers using the light rail just to Sea-Tac Airport. Right now, it takes too long because the train stops at every stop from Northgate to Angle Lake!</p>
<p>I use the portland MAX light rail as well, and I appreciate being able to purchase a single price day pass that gives me unlimited range and rides.</p>
<p>Why should I pay more for shorter distance while those on longer treks pay less.</p>
<p>Majority of people especially low-income people use light rail for short trips. The small increase would add up and it can be a challenge to get an orca card.</p>
<p>Your questions about affordability doesn't make a lot of sense. People can't afford much of anything these days so but a fee to ride light rail should be required. It makes the most sense to charge riders based on usage- the further you ride the more you pay. Just like buying gas for your car. You pay for what you use. This is the way other major metropolitan cities base their fee structure and anyone who has ever ridden a metro train understands this.</p> <p>What doesn't make sense is the tap in/tap out requirement. This is not easily understood without a rider reading fine detail which no one takes the time to do. It's based on the honor system right now and as a regular rider i rarely see people even tap in. We should have turnstiles, again, like other metropolitan city transit. People easily understand that without a</p>

<p>ticket you can't get on/off the train. It's simple. Its honest. And would support our cities much needed transit infrastructure.</p>
<p>It would have been helpful to have a synopsis of each option stated at the top of this survey, so we could make more informed decisions. I'm not sure how these options are going to play out yet, because I have no idea what the suggested fares are. That being said, paying for the distance you're riding is a much more fair option. Someone going one or two stops away should not have to pay the same as someone riding the entire length of the line.</p>
<p>Would discourage intra-Seattle travel</p>
<p>These survey questions are misleading and don't adequately capture real opinions. People may be looking out for their neighbors on reduced income.</p> <p>You should remind people that reduced dates are available for people experiencing economic hardship. Also youth fares...are those being reconsidered too? Right now they ride free.</p> <p>The fare rate is not a driver for me and my family because our employer pays for my ORCA card and therefore I take light rail regardless of distance traveled.</p>
<p>Charge before you get access. Too many vagrants</p>
<p>I observe MOST riders not tapping in at all, and they don't look like they are under 18. Without regular fare enforcement why do the few that pay have to subsidize all the cheaters?</p>
<p>Distance based fares are often confusing.</p> <p>Many times I have missed the chance to swipe my card after riding.</p>
<p>I normally travel from Northgate or Roosevelt to Westlake/University St/International District. Since the updated distanced based date will increase anyway, I would rather tap my card just once. I do think the updated distanced based fare is probably more fair but I travel longer distances and won't benefit from paying for a shorter distance.</p>
<p>I would honestly prefer a zone-based fare, which would be easier to understand than the distance-based fare and would be more equitable than the flat rate.</p>
<p>We must simplify it for users, so the flat fare is the way to go!</p>
<p>no</p>
<p>Snohomish County has been paying a boatload of ST taxes for decades and has gotten less in return. Thus far, no light rail, bi-directional ST express to the I-5 corridor with limited in-city bus stops, peak-only and virtually no in-city stops elsewhere, e.g. SW Everett. By comparison, wealthy Bellevue has enjoyed bi-directional, all day and weekend service for decades. Flat fares eliminate the need for "tap on, tap off" (the Clapper), which I'd surmise thousands of people are unaware of the need for, as they don't have this cadence for any bus system in this area. In addition, those who are in a hurry to catch a transfer bus from rail are likely to skip this step rather than waiting outside in probably the dark for at least another 1/2 hour. K-I-S-S, Sound Transit!</p>
<p>Install Fare Gates so that everyone pays their fair share.</p>
<p>You need to make sure that people are paying the fair first</p>

no
The difference in per month costs will be high for me given the short trips I usually take
Link should never be more expensive than parallel bus routes, and ideally should be less expensive due to economies of scale and the need to encourage people to use it in preference to a bus where possible.
flat rate promotes accessibility and less complication for those who do not understand how to use the system/ visiting
Should be less than the current rate for short distances (2 stops or less)
The people who use public transit most often are those with less spare money. Consider continuing to freeze the price of transit to not add undue stress onto our neighbors.
I think that distance-based fare are fairer (haha), but the way that the light rail stations are laid out makes it easy to forget to tap off. For the longest time it wasn't clear to me whether I was supposed to tap off, especially because traveling I ride transit in various cities with various systems. I was concerned that tapping off incorrectly would charge me extra, so I didn't do it "just in case". I now know, but I still sometimes forget to tap off. This is really just an issue with the UX design of the stations, but I suspect it's too hard to change now. Other tap on/off transit systems have stations (e.g. the London Underground) have stations designed such that you have to pass through a turnstyle to exit and therefore tap-off is effectively required. Of course, this creates traffic issues, so I understand why you might have gone with a "no turnstyle" design. I think without other UX alterations though, the distance based fare is too confusing, especially for infrequent riders. If you do continue with distance-based fare, some things that could improve the UX would be signs by the "tapping stations" (not sure what these are called) saying "tap on, tap off" or similar. Reminders over the PA system in the train would also help, although might get annoying.
I like getting rid of tap on tap off - too confusing and easy to forget
Distance-based mirrors WA State's proposed milage taxes.
I don't have enough information to decide. Would the flat rate also apply east/west? Would that increase the cost for everyone when those lines are added? Would it be the same price to go from Tacoma to Bellevue as Northgate to Lynnwood?
I like either option as long as it is clearly posted and explained in advertising and promotional materials. I used the DC Metro system for 5 years and it was based on distance and was easy to figure out. It also encouraged me to hop on the metro and ride between stations knowing that it would be a tad cheaper than a flat rate fare.
I am over 65 and live on a very low fixed income. I need to still be able to use my discounted ORCA without having to fish for more money every time I need to take transit. That's my only concern.
People will drive if the perceived cost of driving is lower than spending nearly \$10 on round trip link tickets that may also take longer than driving.
As a senior I appreciate the current fare for seniors and hope it won't change.
Sound Transit should stop the honor based payment system and use turnstile gates (with card readers) like every major transit system around the world. There's a reason that system is used worldwide. Think about that and let it sink in a bit.
I would prefer rates were lower all-around, and easy-to-understand. Quibbling over 50 cents here and there seems unhelpful, but then, I am poor enough to have a full-access Orca card that allows me to travel without paying. I suppose if it were money coming out of my pocket, I would just ride my bike instead and rarely take the train. It's not the 25 or 50 cents here and there that keeps me from riding the light rail, it's the \$3 or \$4 that prevents me from riding the light rail.

<p>I think that since a large amount of people ride the train all the time and never pay that it seems silly to raise the rates for people who do pay. Maybe more effort should be put towards ensuring everyone actually pays for the train instead.</p>
<p>It doesn't make sense to charge someone the same price for one stop vs them paying the same rate to go all the way to the end of the line and my employer is not going to give me anymore money then they all ready so to ride the light rail if you decide to charge more at a flat rate.</p>
<p>At first I was thinking that a distance base fare will be good since I'm from the bay area and riding BART. But after looking at the table above, a flat-rate fare makes a lot more since. I'm looking forward to Lynnwood station opening as I will be coming from Everett.</p>
<p>I would like more fee info before I could even decide if it is to be considered.</p>
<p>I live in Burien, but typically drive to Beacon Hill to get on Link because i used to live in the neighborhood and parking at TIBS is hard to find (and frankly, it's faster to drive and park vs take Link the whole way). If distance-based fares were implemented, I expect more people would do the same to reduce their trip costs.</p>
<p>having obvious signs like "make sure you tap here when you get on/get off" the light rail at each station can help riders to learn how to use the light rail especially since when those card scanners are a bit out of the way</p>
<p>We have multiple billionaires in the region who are not paying their fair share of taxes. Transit should be free at point of service, funded through taxing our many wealthy residents. Both of these options are harming the community with an increase in fare, and complexity. The distance based fare seems like a horrible idea as we are human and will forget things or be in a rush, charging the maximum fare. I do not support either option. Both options will likely decrease my ridership.</p>
<p>More fare enforcement or installing turnstiles at stations like every other transit system.</p>
<p>I have a free employer-provided ORCA card.</p>
<p>Until Sound Transit connects Tacoma Link to Federal Way and Angle Lake, flat fees over local bus fares should not be put into place for that link line.</p>
<p>We often have vistors who would want tp travel numerous times a day. Any possibility ofr an all day or multipole day fare? In Europe this is commonly available.</p>
<p>I have a upass through my employer so price changes don't super affect me, so my opinion probably shouldn't be taken too seriously</p>
<p>I think if you hire more staff on the platform and reduce the amount of homeless people riding the train I would probable ride the train more. Right now its dirty, smells and people are sleeping on the train. Why would I want to support a rate increase?</p>
<p>Although most of my trips are rather short, I always found that the flexible rates and having to tap off every time I rush to my next stop a hassle.</p>
<p>Given where I normally travel, the distance-based fare option will probably be the most cost-effective.</p>
<p>What's the point of setting new fare prices if there's no enforcement? Equity does not mean anarchy, and allowing people to game the system while the rest of us pays for the system. Invest in turnstiles if you're really serious about fares being an essential source of revenue, and then maybe we can have an honest conversation about fares.</p>
<p>If there must be a fare system, I think it should be the distance-based system. However, I believe transit should be fully taxpayer-funded and fare-free. In order to best serve the region and increase ridership, we should remove as many barriers as possible.</p>
<p>Transit wants to be free. THAT would encourage me to use Link light rail more often.</p>

<p>There should be a security gate to pass through. Too many homeless and freeloader riding the train and not paying!!</p>
<p>Consider installing turnstiles or something similar as a physical entry point where fares are required to be paid. Many individuals just walk on the train without paying. The current approach is not conducive to getting people to pay a fare. Also increase fare enforcement and what fare enforcement can do, such as allowing non-paying individuals to be removed from the train unless payment is made, and allowing fare enforcement to collect fares from non-paying individuals already on the train.</p>
<p>Feels like a flat increase has a greater impact on low income folks</p>
<p>It's more valuable to take longer car trips off the road than short ones, which is a pretty good argument I haven't yet heard mentioned for flat fares.</p>
<p>I have a one-day-a-week job that requires me to travel from Northgate to SeaTac. Distance-based fares would put me at a disadvantage here.</p>
<p>The choices and the reasoning provided are ridiculous. Everyone knows how stupidly expensive the light rail project is but few people know that a while ago we denied the federal government to provide us a system of travel similar to the light rail but this option should be inexpensive to draw more people to use transit rather than drive their cars. Both options provide a middle ground where nobody wins. Citizens mostly work in cities but live outside the city they work in because they cannot afford the cost of living in the area they work in. In theory charging based on distance makes the most sense but obviously since most people won't be traveling short distances the higher cost to travel farther will be the standard.</p> <p>The light rail should provide an easier and cheaper means of travel than a bus but with the plans put forward in this poll it shows that's not true. I'm a person that constantly votes to have higher taxes for those who make more money, which generally includes myself paying higher taxes, so those less fortunate can have a cheaper or free option. An example was to let riders under 18 ride for free as this was a great push forward in our area to make quality of life better. Since the light rail follows I-5 the travel to a transit center is exactly the same as riding the bus and didn't improve in this area at all but somehow it's more expensive to take? I'll just take the bus that drops me off closer to work and is cheaper in comparison to the light rail, which has faster transit time but more commute time from station to my destination. Providing the new option at a cheaper price will draw more people while making more revenue over time.</p>
<p>If people don't need to tap on/ tap off, how would fares be captured? Also, have you considered "hardening" stations similar to BART in the SF Bay Area to capture payment from riders?</p>
<p>All are too high.</p>
<p>As a senior citizen, I would prefer to keep my transportation expenses minimized, the current \$1.00 fare works for me</p>
<p>Stations need to be set up so that you have to pay in order to enter the loading area. Income would increase as well as safety.</p>
<p>I worry that distance based fares may disadvantage lower income folks, especially if they need to cover longer distances. Also, if we want to have a flat fee, it feels bizarre that it's a different price than taking the bus.</p>
<p>Distance based fares further punish those at the farthest ends of the transit system. The farther a person travels from the center of the system, the fewer convenient services are available.</p>
<p>Flat rate is easy to understand but distance-based may be a better value for those traveling shorter distances.</p>

Shorter rides need to keep distance fees
Fares should be zoned, flat within zone, increase depending on zones travelled. Within Seattle a flat fare. Eastside different zone. Mountlake Terrace/Everett another zone, Tukwila/Federal Way a third zone and Tacoma another zone.
Will you make everyone pay or will people still be able to walk right on without paying? Raising rates won't help unless all riders have to pay...
And if you tap on and then need to use a different form of transport you would still get charged for the full/highest fare. That doesn't seem right.
As the system expands Tacoma would be put at a fare disadvantage versus the rest of the region.
Having to remember to tap off is not realistic. I commute every day via the Link and have an employer provided pass, so I will use this transit method regardless.
I think that a 2\$ rate flat would be the better option for entirety of the trip including the transfers.
I'm honestly open to either option. I feel like updating distance fares to make short hop trips cheaper would be good, but maybe a flat fare could be good too, it just depends on what it is
Comparing this to NYC flat rate works well. I come and go anywhere, any time of day for one rate. It's simple and it's a nice cost share for all that utilize public transportation.
Just make it free. Why do we pay taxes
Post fares in more places and make it clear you should tap on and off. There also needs to be more affordable monthly options for those who don't work in office 5 days a week or maybe only want weekend option vs weekend.
Distance based fare makes the most sense
Link riders don't care about distance. They just want to get to their destination. They want to know how long the trip will take and how much it will cost without having to consult a table of possibilities. I used to ride Link daily when I commuted, now I only ride a few times a month.
Will it affect low income riders will gov. orca lift card.
Also need more security officers in the tunnels I would feel a lot safer and it would be nice to see more security on the train from the last 3 cars are the scariest to ride no matter the time of day or night. Thank you for reading this. Woody current rider during the day before 5pm
The current distance based fair system is complicated and increases the barrier of entry to transit for new riders. A flat rate would be easier to understand, reduce the need to tap off if using an orca card and make the overall rider experience less of a hassle. Transit is a public utility and does not need to prioritize making a profit or even breaking even. Increasing ridership stimulates the local economy and promotes socioeconomic equality which far outweigh operating costs
I don't know anything about the fares so won't comment.
N/A
I think distance based is more equitable
These discussion about rates are utterly meaningless since there is almost zero fare enforcement and most riders don't pay.
You need to make sure everyone that rides pays.
I am tired of having to pay more because you can't get everyone who rides to pay. You would

<p>not need to increase rates if everyone paid. It would cut back on the homeless problem.</p>
<p>The most important thing is to do gates so people will pay. Now when I use the system many people get on without paying at all.</p>
<p>Flat fares are simpler, easier to understand and make life easier for riders. Additionally, this makes the system more future-proof. It would be entirely inequitable to be charging \$4.75 for a Lynnwood - SeaTac trip, which can currently be done for \$3.25 or \$3.50, and this would have a major impact on ridership.</p>
<p>Moving to a flat rate fare will introduce inequity in addition to making shorter trips (e.g., traveling within Downtown Seattle or maybe even in Bellevue or Tacoma, or traveling from the UDistrict to Capitol Hill or Downtown) more expensive. I think this will hurt users. The Boston, DC, NYC (and likely other) metros all use distance-based fare systems and have been doing so for a long time. I don't think you should change this or you may lose more riders.</p>
<p>There have been many times I have forgotten to "tap off". I actually enjoy public transportation, so very little would discourage me.</p>
<p>I recommend that all users should be responsible for fare payment. As I can see only a few are paying.</p>
<p>Flat fare rates are so much simpler! Only worry is sustainability: can flat fares stay low as the system expands more?</p>
<p>Needs to be \$5 and ride enforcement needs to check tickets.</p>
<p>My fear with flat fare rates is that fares would often be too expensive for a short trip</p>
<p>Sometimes the tap machines do not work so then what? do you get dinged for not tapping?</p>
<p>Distance-based fares are more equitable.</p>
<p>What populations would get hit with higher costs under each rate? Do folks taking short trips need to be protected from higher costs more than folks taking longer trips, or vice versa? Could the short-trip fare start at an even lower base rate?</p>
<p>A lot of riders don't tap off. Under distance-based rates, how would these riders be guided to tap off so they aren't financially penalized?</p>
<p>If I understand correctly, with the flat fee structure it costs the same to go one stop in downtown Seattle as it does to go from Lynnwood to SeaTac airport? As someone who works downtown, the convenience of a cheaper "zone" would be preferable to equal share regardless of how far you go. But as someone who lives in Lynnwood and is anticipating taking the light rail into work more regularly (I currently ride the Sounder train), the cheaper daily rate of a flat fee is very attractive.</p>
<p>I'm worried about implementation of distance based rate in that ticket purchase or choice of final destination may be complicated. What happens if I change my destination while riding?</p>
<p>We are seniors on limited income. Being able to have the senior rate keeps travel affordable and has increased our usage.</p>
<p>homeless un peligro para todos y los de seguridad no ponen atencion en eso... los ignoran los disturbios de los homeless</p>
<p>Understanding the fare structure takes too much time when trying to get to a train on time. A flat fare is easier and faster and helps me make the train sooner.</p>
<p>Flat rate fares are easier to manage and police. Simple charge riders as they get on or access the station/platform.</p>

<p>I also like time based travel. Can there be an option for day pass or flat rate on/off during certain time limits. Willing to pay for distance (eg Northgate to Airport), but would like more affordable (flat rate on/off use between other stations when exploring the city).</p>
<p>None</p>
<p>Tapping on/off is only for orca card users who are regular riders and are familiar with the rules. So forgetting to tap off shouldn't occur often.</p>
<p>flat fare easier to code in the software and less ways to cheat.</p>
<p>Right now you're just talking about a small fare change, but longer term going to a flat rate is going to discourage people from using the train for short trips so it seems to be too short-sighted to me.</p>
<p>People should just tap once when they get on. No one taps when they get off.</p>
<p>I haven't seen any information or discussion about either one of these</p>
<p>I would support either of these options, with a small preference for the simpler flat rate.</p>
<p>No thanks</p>
<p>Haven't heard any promotions either way.</p>
<p>Honestly if the youth and low income fares aren't changed, I don't have a strong feeling about it, just an instinctive preference for the paying more if you travel further, cause it feels more fair.</p>
<p>Paying less for short trips is so much more affordable. I definitely would use the link more frequently if it were structured like the sounder fares.</p>
<p>Rate based on distance is fairer.</p>
<p>Whichever system is adopted, I suggest that turn styles or some other system is adopted to require payment by riders. On a recent trip, I noticed a significant number of riders who did not check or touch to pay. The same thing on city busses. They apparently know that no action will be taken to require payment.</p>
<p>This survey appears to be a fruitless effort. I have witnessed the MAJORITY of fellow transit riders NOT "tapping on/tapping off" at light rail stations. The entrances/exits to the stations are poorly designed for both collecting transit revenue and for ensuring safety. Though my ORCA card is employer subsidized, I will not ride the rail again after too many unsafe events experienced. And if Sound Transit decides to raise rates (rather than ensuring a system that ALL passengers pay their fare), my employer and others will likely also resume charging employees or withdraw use of the card altogether.</p>
<p>The trains are filthy and unsafe. The "Security" at most stations is unattentive. Most seem more involved in their beverages, phone scrolling and conversations; some hardly look up and pay any attention to what is occurring on the train cars. I have often seen two individuals (wearing "security" vests) standing in the station chatting, drinking a beverage while commuters walked by without paying for boarding the train. I am disappointed that the Community Transit routes stop at Northgate and no longer go into the University District. Parking at Northgate is a mess. And depending on one's commuting schedule, it only adds to the commuter's expenses. I truly wish I could have more enthusiasm for Seattle transit. But it wouldn't be honest to say that I do, or that I would ever recommend it to anyone if they could avoid the public transportation here.</p>
<p>No everyone in this area is rich and live in mansions or big expensive houses! The majority of us have to work for a living, Quit raising and implementing fees that we cannot afford!</p>

<p>Price is a huge factor in the flat fee. However, distance fees become an issue for the people who can least afford it - people who have moved further out from easy access so they can afford rent...then they are paying large commute fees.</p>
<p>I am a fan of flat rates, if the rate is not too too expensive. It makes it easier to understand and budget for.. and if I fall asleep and get off the rail farther down the line... Maybe I don't have enough to cover that day.. etc...</p>
<p>Remembering to tap OFF at the end, can be an issue.. And people don't understand WHY you have to tap off..</p>
<p>The trick is making the fee affordable and understandable for everybody. What do they do in Chicago?</p>
<p>In lieu of either option, having a monthly bus pass that is unlimited - which I had when I was working in the office 5 days per week - is my favorite!</p>
<p>What about a day pass that is unlimited? If you pay in the morning, you are exempt for the rest of the day and can travel wherever.</p>
<p>From what I have seen, most riders do not pay at all.</p>
<p>I often need to take the light rail from Northgate to UW. It would add to my already challenging budget to pay more.</p>
<p>I like the simplicity of flat rate better, but will ride the light rail the same regardless</p>
<p>One fare will be easy to know how much I pay for a ride. And not worry about tapping out when I reach my designation</p>
<p>Flat fares seem more equitable.</p>
<p>I need to see more - but to encourage ridership, I'd LOWER peak commute rates &amp; distances to get cars off the road. Also would allow for freight to move more efficiently. My 2¢</p>

Not at this time
Each time I have ridden light rail in recent years I am frustrated by the large volume of people who do not tap on or off. It appears several different types of fare enforcement have been tried over the years, but are not capturing riders that do not pay. I understand the need to increase fares given the budget shortfall due to pandemic fallout, but I would appreciate a more comprehensive approach that addresses all aspects of fare collection.
Been dealing with distance based fares since riding the bus starting in 1976. On top of zones, they had peak hour fare. Confusing for some but I've always thought it was more equitable.
Flat fare will make it easier to budget, reduces the likelihood of over payment due to failing to tap off. It also allows for better traffic control since we don't have traditional turnstiles to direct traffic.
I believe that a third option - a zone-based fare - would be a better alternative to either of the two options.
I prefer a single rate, but I'd rather have whatever provides more and better service to people who are less economically stable than I am.
I am not a link light rail rider as I live in Pierce County
NY is a very good example how a transportation system works, cheap fares. more lines, etc. More room for improvements here in Seattle,
I think that billing for distance makes sense.
Flat rate is easier for everyone to understand. Tap on and off will cost people more because they will forget to tap off. I will not use light rail because I come from Issaquah and ride the bus.
Ni
All this energy put into fare change when the FIRST order of business is to ENFORCE PAYING THE FAIR regardless of what option wins.
The percentage of people not paying the fair and riding for free is staggering. Everyone who rides the train daily see this everyday and I'm sure Sound Transit is aware. What are you doing about that?!
I am a big fan of our growing transit system and follow its progress often but Jesus, it's time to grow up ST.
I am a senior, as to think how much more I need to know what I'll be paying, flat rate fair, I don't need to know. It's automatic.
Distance based fares are fairly standard across the country and world and make transit more affordable for those living in urban areas w/o cars.
Force all the homeless people to pay their share of the fares and you won't have the raise the rates! It isn't fair to the people who actually pay. Also the buses, trains, and stations are filthy and in disrepair. It's honestly embarrassing since tourists come to this city and everything is filthy.
Pierce County had a ride the bus all day for \$5.00 when I lived there a few years ago. It really helped those on a limited budget get to work, appointments, etc. I would like to see Sound Transit do the same.
All transit should be tap-on; tap-off in the Puget Sound area, if we're growing a mature transit system, that is just par for the course. I ask that you mirror the tiered approach of types of transit (local bus, express bus, subway, commuter train, 7-11 visits) that Seoul has with their T-money card. ORCA should be exactly the same or able to use chipped/NFID

credit/debit cards.
My daughter lives in Capitol Hill and uses lightrail frequently for short trips to downtown and UW. Flat rates would be extremely expensive for her.
Make sure everyone is paying. Ticket enforcement is non-existent. If someone can't afford it find a way to allow them to ride.
Flat fares would represent a slight "punishment" for those only riding a few stops, for example within the city of Seattle. On the other hand, a flat fare would help those who can't afford to live in Seattle but want or need to travel to the city regularly. Has Sound Transit considered a zone structure as used in other parts of the world?
As a West Seattle resident, this doesn't apply to my commute. However, Seattle has long suffered a tragic public transportation system which dis-cludes locations OR makes a commute extremely lengthy commute to the length of 1.5 hours. Seeing as Seattle is still grappling with safety, drug problems, homelessness and many empty office buildings, it would certainly not encourage remote workers to return.
As a 65-year-old, I already pay a great flat fare. If that continues the new changes won't affect me.
I like basing other fares on the distance, but realize that it's not as simple as a flat fare.
While the distance-based fare is better, especially for those that may use light rail for a short distance; however, remembering to tap off is hard to remember to do. It took me quite a while to remember to tap off, espeically if there were a lot of people getting off. I like the distanced-based option better if there was a better way other than tapping off and I don't have a solution for that.
Although, as I'm typing this, could you use the distance-based fare, but never charge more than \$3.50? Maybe invest in some signs at the stations that says to remember to tap off.
The light rail trains are gross and dangerous, please fix this before considering increasing rates.
So far, the only place to go is the airport and it's not convenient.
How about considering flat-rate fare at — or below— the cheapest distance-based fare currently in force.
ALSO: clean up the stations !! Capitol Hill is FILTHY and dark. So is Westlake. Half of the lights are burned out at CapHill and there is pigeon poop everywhere in the Mezanines south west
Beacon Hill elevators need more refurbishing. And s the artwork lights are gone.
Also fix the massive clocks/art in Wedtlake
Try doing fare enforcement! No turnstiles like every other major city. Shame!
Please enforce fairs and ticket those who don't pay. Otherwise, fares make no sense. Also, fair enforcement should be inclusive of EVERYONE not just those who look like they can/do pay.
The distance based fare would be preferred option if the Orca card" could be on an app so you didn't have to have card in hand at beginning and end of trip.
Tokyo uses the distance based fare all while staying profitable

I don't know enough yet
I have been using public transportation for over 30 years and do not wish to pay additional cost for park-and-ride due to bus fares continuing to increase.
Ensure everyone pays instead of increasing your rates or charging people more for distance. Riding public transport is a public service is a public good and should be subsidized by those who refuse to use it. I recommend targeting those that illegally use HOV lanes, which slow down the buses and increase your costs.
N/A.
Enforce it (ideally with gates). I get frustrated knowing I am probably the only one on the train who actually paid a fare
It seems like if you ride a greater distance, you should pay more. Although this is not consistent with most European transit systems, it just makes sense to me.
Distance-based fares tend to be confusing to people. They also penalize some people who have to live farther outside of the city in order to afford housing. During my 25 year career in transit, I felt distance-based fares could be bad PR and discourage people from trying and/or using public transportation. This was based upon rider input.
Commuting inside the city would be more affordable than commuting between cities with the distance-based fare. I think the flat rate fare would encourage people to use their cars less to get to Seattle, as the distance-based fare cost between cities is an additional barrier to ditching a car. However, I would prefer the Link light rail be free of charge and eliminate fare overall.
Finding the location "tap off" is not always obvious, and when few people do it (possibly because they don't pay at all), so there are few reminders in the environment. Forgetting to "tap off" is frustrating!
The length of time that paid fare is valid might make the flat rate more palatable to those who make short trips
Not sure why the fares need to increase simply because the system is expanding. At least, that's how the announcement reads to me. Seems like riders are being monetarily penalized for additional system capacity.
No one is going to pay anyways
Stop building parking garages and add more routes and stops to system.
Make people pay or they don't ride. These fare ambassadors are pretty much useless. This is the only system in many countries that is on the honor system. You complain that you need to raise rates, but that's not fair since only half the people riding are paying.
I want it to be easy. The light rail is not easy to navigate, compared to public transportation in any other country!
Distance-based seems more fair -- I would pay more to go to the airport than to ride two stops away.
Many (most?) riders don't tap on or tap off, ie they don't pay. Going to a flat rate & doing more fare checking and or retrofitting stations with turnstiles would increase revenue. Even doing more fare checking without any enforcement effort would contribute to social pressure to pay.
Flat rate benefits only the distance rider but punishes the city rider.
keep the ST 510
Stop messing with the fares and figure out how to charge everyone over the age of 15 to ride. 90% of the time I'm one of 5 people paying to get on a bus or lite rail

<p>I am very annoyed that any increases in cost are being considered when it's been reported (and observed) that very few riders actually are paying their fares now. Paying one's fare doesn't seem to be enforced and once riders notice this, there are even fewer who pay their fares....and of course, why should they if no one else seems to be doing so? In the early days of Light Rail there were actually Fare Ambassadors on the train checking tickets and this never occurs anymore. Pay Ambassadors to do this, rather than raising fares on the handful of paying customers, and Light Rail will bring in the extra revenue they need to function. Better yet, save money on Ambassadors and put in some turnstiles that people can't jump over, and the whole experience of riding the trains will improve (fewer people drinking, eating, spilling, cursing, sleeping, and trashing up the trains and stations).</p>
<p>I have a work-issued ORCA card in addition to my own, so fare isn't as big of a consideration for me as convenience is. As long as there is a discounted option for lower-income folks, I think the flat rate is easier.</p>
<p>Parking should be free if u want people take transit</p>
<p>how does this relate to/affect seniors traveling? it looks like seniors are charged a flat rate of \$1 per ride regardless of how far they travel or what mode they use.</p>
<p>Flat fare would essentially reinforce the notion this is a commuter rail - not meant for shorter, local distances. That is a lot of money to spend and not have it as accessible for everyone.</p>
<p>At the amounts shown, the new flat fare cannot be a serious option - it turns Link into commuter rail instead of the subway system it is designed as (BART vs Muni, PATH vs Subway, Intercity vs Tube). If you're going to do this, introduce payments of half-price or less for downtown residents (i.e. non-commuters), and continue to encourage employers to provide fare passes.</p>
<p>I note this survey too is structured for commuters. A commuter can provide you with get-on and get-off stations. A regular user will typically only be able to give you their closest station - from where they go to many places.</p>
<p>I think it as important as customer satisfaction that fare collection improve. Either encourage and reward fare compliance or make Link free.</p>
<p>the fees currently are too high. it shouldn't cost \$2.50 to travel between beacon hill to mount baker.</p>
<p>Gimme a link to it</p>
<p>I think instituting a flat fare might make using Link more attractive for people traveling long distances, which would help get cars off the road. I also think flat fees are less confusing if someone is trying to calculate cost. I also agree that it would be easier to not have to tap off. I do worry about how this would impact shorter travel, for example taking Link from my house to the Tacoma Dome Station to catch the train. I won't pay for parking at the T-Dome and I would end up paying as much as if I went from downtown Seattle to Lynnwood. I also worry about how this would impact people who couldn't afford to spend \$6-\$8 a day on transportation. I think a flat rate would provide a more consistent revenue stream for Sound Transit.</p>
<p>Given issues with readers the flat-fee makes sense. WHY OH WHY did transit not install turnstiles like other systems? Our system is ridiculous!!!!</p>
<p>Ridership increases with lower fares. Please keep fares affordable. When it is more expensive to take the light rail than to drive, that is a problem. Fares should not exceed \$3.50 one way.</p>

<p>It should be the same fare for all. This transit has been funded by the public and so going forward it should be a flat rate for all regardless of how far one is traveling. Keep it simple.</p>
<p>If people regularly use the light rail (daily) they should consider an orca monthly pass. If they only use light rail occasionally, they would be better off paying the fee per distance, especially if they're only using it within their city.</p>
<p>What is it? You know that 85% of the people that use the light rail dont pay !! So those of us that are honest to pay are getting the bad deal</p>
<p>Different rates for different distances is too confusing, even for folks who used to do it for years. I always hated it. And it's hard to enforce.</p>
<p>There should be a daily max total paid regardless of the cost of one trip</p>
<p>The option being affordable, I think it is easier to set a budget to go towards a known fee, then one that you are not so sure about. Also sometimes the tap buttons are out of service so sometimes you can't tap off.</p>
<p>I usually just go from Northgate to downtown so a flat fare would cost me more.</p>
<p>Flat rate fare is best only if it is capped per month, and then people don't pay any more when they reach a certain amount of payment.</p>
<p>distance-based fare sounds like punishment for having to commute farther, especially since it's increasingly unrealistic to be able to live in Seattle.</p>
<p>If the distance based rates are continued, VERY clear signage needs to indicate that a failure to tap off will result in the maximum rate. From what I've seen, many people do not tap off currently.</p>
<p>The fares are already too hefty to be an optimal choice for passengers using the public transit as a means to get to and from work EVERY DAY. These are selfish means of taking more money from passengers that are already likely to be lower income.</p>
<p>All rides should be \$3 or under. Never over</p>
<p>I like the idea of not having to tap off after traveling, sometimes my hands are full and it can be difficult to tap off.</p>
<p>Light rail is terrifying. There are people who basically live on it, and I see nothing happening to stop this. Meanwhile, we are expected to pay more, while having nowhere to sit, and having to endure menacing, smelly, and sometimes drug-using riders. For this reason, I almost exclusively take the Sounder train.</p>
<p>No one pays their fares so not sure why you ask the questions. Never dawned on you to have turnstyles like major metro lines?</p>
<p>We know that Seattle is unaffordable for many people who work here, so my thinking is that a Flat rate is a better solution as a society. That said, does the Orca Lift usage data show widespread use by people traveling longer distances? I am wondering how well known the Orca lift card is for people who don't have school kids.</p>
<p>given the number of people using the lite rail, tapping in and out is getting to be too much. locating the machines and migrating through the masses of people to get to a machine is just too much. to keep the flow moving, a flat rate would be better. Additionally, I see a ton of people not tap in or out or purchase a ticket.</p>
<p>Simple, flat rate is the easiest to understand so people going different places (e.g. airport) don't have to figure out the change. But it costs a lot to go out so far, so distance-based also makes sense.</p>
<p>Distance based fare seems fairer...</p>

<p>The distance based fair makes sense in terms of cost per ride, but this could disproportionately affect low income riders that have to travel far for work or live in a food desert. A flat fee makes those longer trips more affordable, but dissuades the use for short trips, where the alternatives would be a scooter/bike, walking, or rideshare. So it depends on the goal of this fee increase: do you want more short distance customers or to make long distance more affordable?</p>
<p>I've resided in places that had "zone based" fares and flat-rate fares. In my personal experiences the areas that had flat-rate fares were far easier to deal with and made no difference in \$ spent over the long run.</p>
<p>I don't think it's fair that people who live, and mostly ride, in Central Seattle would be subsidizing people in the suburbs if a flat fare is implemented.</p>
<p>Distance based is the most fair</p>
<p>Taxpayers with no service to their communities have subsidized the phase 1 projects for a decade. It is unfair to boost prices for longer distance rides when we have been paying for no service at all for as long as we have. Implementing flat rates now will help pay back tacoma residents who will ride the sytem in the distant future if the tacoma link ever connects to the south line.</p>
<p>The flat rate would only be better if it was the same very similar rate to metro's rate. The proposed rate appears to be higher than I would expect the average fare would be under the distance based fare.</p>
<p>I think it is more pivotal to make sure that fares are ACTUALLY being paid by enforcing fares. Not by fare checks conducted randomly but by built-in turnstiles or some other automatic method of enforcing fares. Through this, customer's experiences on the light rail will become safer as well.</p>
<p>I've been waiting almost 30 years for the train to get to Bellevue. Would love to have a return on the taxes I've paid before I'm dead. Thanks</p>
<p>I don't like either of them and don't feel it should be increased. We have a LOT of money in our transportation budget for roads and bridges and all sorts for COVID funding that could be reallocated to reduce link fares. Not increase them.</p>
<p>distance based fares may be limiting to those with low income . Will those be subsidized?</p>
<p>I use light rail for work and I will continue to use it</p>
<p>Cost of public transport should be cheaper than the option of driving your own car. Only then are driver encouraged to not drive and use public transport.</p>
<p>Another option: to encourage more commerce in the ID, and around downtown have a low rate for fairs for movement between these stations, and a flat rate for movement outside of this zone.</p>
<p>The fact that you want to charge fare paying people MORE and not check fares is stupid. If you required people to pay (which isn't racist) - then you would have more money - and wouldn't have to raise rates.</p>
<p>NONE of this does any good whatsoever when you don't bother to enforce fares in the first place and do not kick non-payers off light rail. You have a ridership problem. People who used to pay don't bother now because you NEVER enforce it or enforce it unfairly. I am frequently the only person I see tapping on or off now, which used to not be an issue. Either make EVERYONE pay, or make it free for everyone.</p>
<p>Distance-based fare seems more sustainable. Although flat rate is easier and likely more affordable, but it may not sustain the cost to run Link light rail</p>

<p>What percentage of funding sound transit is actually supported by fares? When you take away administrative costs related to fares, is collecting fares actually beneficial to the community? A flat rate would discourage riders taking the light rail short distances, which doesn't make sense when you are thinking about serving the most vulnerable among us.</p>
<p>It is a disgrace that transit would consider, much less adopt any means of increasing revenue as long as you continue to ignore collection of current fares from 40-50% of riders. There's an idea, raise more revenue by collecting the fares of current riders!!</p>
<p>Rates should not be increased. Sound transit is getting insane amounts of money from forced vehicle registration that voters declined. However we are stuck with it. You need to be fiscally responsible with the huge amounts of money you get. Not continue trying or succeeding in increasing fares and wanting to add parking fees. Soon many people will be unable to use these services.</p>
<p>I am not a fan of needing to tap on and off and I prefer a flat rate fare regardless of the distance.</p>
<p>I don't take light rail as often, only for sports events. The flat rate, if as described above, might bring down the cost and make using the Orca card more convenient- tap once and done.</p>
<p>Flat rate easy to understand. True that shorter rides will cost more so I'm unsure the impact on low wage workers, though my sense is distance from home to work would likely be more than 1-2 stops.</p>
<p>Unless fare enforcement increases, it doesn't matter if light rail fares are flat rate or distance based.</p>
<p>After the hot lanes debacle, I'm cautiously curious but not optimistic.</p>
<p>I'm fine with fares increasing, but I would like to see more, and improved, fare enforcement.</p>
<p>For infrequent users, the more complex, the less attractive to use. Also, only frequent users are sure of where they are going. When I've used the system I end up going too far and have to get back on to go the other way. With distance fares this situation is problematic.</p>
<p>The easier something is to use, the more it will be used.</p>
<p>Tap on/off makes SO MUCH MORE sense for encouraging transit over Uber (etc) downtown. The main issue with tap on / tap off is that it's still not obvious that you need to do it. That seems like a solvable communication/usability issue</p>
<p>as we add more and more stations at greater distances, it seems only fair that those riding several miles pay more compared to those going only a couple stops.</p>
<p>Clearly short distance riders will feel they are subsidizing the long distance riders. I suggest that fares also vary with the time of day (rush hour vs. off-peak hours).</p>
<p>If the flat fare is higher than I can afford I'll have to find another way to get where I'm going.</p>
<p>Need to make the light rail more self sufficient. The taxes it takes is not sustainable</p>
<p>I often use light rail for a few stops. Asking the top rate all the time would make light rail too expensive compared to alternatives.</p>
<p>Remember if you want people to get out of their cars not only do you have to have parking for people to get on transit but you need to make it affordable.</p>
<p>Flat rate makes sense.</p>
<p>I will completely stop link use if a flat fare is initiated. This will encourage more people to ride without tapping. Olympia metro is free and I pay so much in light rail taxes already for my truck that I don't understand why you people can't figure it out....other than asking for more money.</p>

There are many people that ride the light rail for free and are over the age of 18. We need to do a better job at keeping people who haven't paid a fare, off the train. Once they are on the train they dont get off. We all know they don't listen to security who cant do anything more than ask them to leave because they are just sleeping on the train. I ride the link 5 days a week and witness this regularly. I'm pretty confident that these are the same people using the INSIDE of train cars as their restroom and using drugs on the train exposing the rest of the community. Stop letting these ppl ruin the public transit system!!

You have the actual data, but I assume there is a large percentage of people who forget (or intentionally) don't tap off. Probably a lot of people who have employer subsidized passes like UW students and employees who aren't paying for their pass and don't care about how much it charges. If you switch to flat rate, that is going to impact your income since you won't be charging those people the max amount anymore.

Horrible idea altogether, but not surprising since this city is allergic to actual good ideas. This will lower the number of people taking the Sound.

How about installing turnstiles at the stations? You would have dramatic fare-paying compliance since most people don't pay when they ride Link. You see immediate and dramatic revenue and would eliminate the need for your ridiculous Ambassadors who have no enforcement authority! You would also see a reduction in costs associated with non-riders or abusive riders who utilize the station and rail cars as a makeshift homeless shelter, bathroom, and drug den. You could then dramatically reduce the need for your Transit Security force (which also has no real enforcement authority!). The simple installation of turnstiles would deter most persons who wish to deface the stations with graffiti and/or vandalize the lift devices (elevators/escalators).

Instead you are going through this expensive process of trying to determine what type & amount of fare to charge even though the majority of riders won't actually pay it! So.....I guess you are asking the few of us who are honest and pay the fare: "How much more would you like Sound Transit to charge you so that you can subsidize the rest of the non-paying riders?"

The extensive light rail expansions will make Link useful for both short intracity trips and for regional trips. Unless long-distance trips are heavily subsidized, it will be difficult to maintain a flat fare that competes with other options for intracity trips (driving personal car, uber, etc.), resulting in less usage of Link and perhaps a drop in revenue, but more importantly it would mean more driving and traffic and congestion and pollution. Although it would require looking up prices in a table, I think the distance-based fare makes much more sense. A zone-based fare might be an even better option to reduce the amount of information riders need to review.

Either way, fare gates would be very useful to reduce fare evasion.

I work downtown Seattle and catch the 6:45am train there. Why are you letting homeless sleep in the train and ride for free. There's this lady that I see every day, has a cart full of her personal belongings and is always sleeping. I get off at the Pioneer Square station and she still riding for free. Taking all of one side of the disabilities seats. Why they don't pay fare. And there's no fare checking at that time either. The trains are dirty they should be sanitized more

<p>The flat fare makes things a lot easier for those who have to use the light rail as their primary form of transport to and from work. A flat fare will allow you to buy a monthly pass and not have to worry about unpredictable rates if you have to take a trip a little further than your usual one. As you are looking to expand the light rail further, it's important to consider that people who live outside of Seattle generally do so because it is cheaper and will often commute to work here. In that case, a lower rate that is universal across the board instead of having a rate vary between \$2 and \$5 a lot easier to budget around.</p>
<p>Why not look at zone-based fares, much like what is seen in other cities? I don't particularly care for making shorter trips more expensive (flat fare rate) or having folks remember to tap off (distance based).</p> <p>(see The Urbanist article about this - <a href="https://www.theurbanist.org/2023/09/27/sound-transit-weighs-two-link-fare-reforms-but-a-third-is-needed/">https://www.theurbanist.org/2023/09/27/sound-transit-weighs-two-link-fare-reforms-but-a-third-is-needed/</a>)</p>
<p>Why would you punish people for living further from downtown? Many people are there because they can't afford to live closer.</p>
<p>I think the distance based fare makes more sense logically, but I think the flat fare is easier to understand and would eliminate the need to tap off.</p>
<p>If I didn't have to calculate how much a distance-based fare was due to switching trains in the middle, then that would be better.</p>
<p>Sound transit must change how fare is collected. I travel every day to the UW from Lynnwood and when I get on Light Rail at Northgate about 1 in every 5-6 riders tap their cards. No tap no revenue. Homeless people have made the cars their home, they can do whatever they like, none of them pay any fare and they mess up the cars so bad I never use the seats anymore because they are so dirty. The threaten riders and not even the sheriff is removing them from the cars. Implement gates at the stations that only let the riders through if they tap their cards and pay the fare. Current open access-system is not sustainable and unfair. You must change if you want to get the revenue you need to survive!</p>
<p>I think the flat rate would benefit low income riders who have to commute from outside of the city limits (if it is not too high) but the distance based fares are more fair to people who aren't low income-- and would get money from people who live in the north end of Seattle going to the airport. I ride the light rail for convenience of not having to drive to downtown or the airport and not having to pay for parking. A change in fares would not change my light rail usage patterns much.</p>
<p>We shouldn't be having to pay for the lightrail in the first place. As taxpayers, we're already providing funding that could go to supporting public transportation. We would we then be required to pay for the public transportation that WE have already funded. If you need more money for the lightrail, increase taxes and stop making people pay for a service that we already paid to have built for OUR use.</p>
<p>I'm not very price sensitive but I do like the idea of not having to tap off, and simple flat fares make more sense to me (my main familiarity is the MTA system in NYC, having moved from New York)</p>
<p>Dont charge for parking. People are suffering.</p>
<p>Many lower income people will be commuting farther from out of the city, thus making distance-based fares more costly for this population. One fee makes things more equitable.</p>
<p>I've never understood the distance based fares and forget to tap off all the time. A new flat rate fare fixed all my issues with sound transit.</p>
<p>Distance based seems inequitable as generally people that need to live farther away</p>

from the city often do so for cost reasons
Could 2+ trips in one day activate a day pass for all modes of transit, as is currently the case with Trimet / HOP in Portland, OR?
Distance based is most fair for all. The alternatives for those not using transit are all distance based - drive? pay per mile driven for gas and upkeep of your car? Rideshare - longer trip is more expensive. So too should it be for longer trips on transit with clear layout of zones.
Needing to tap off slows everything down and is sometimes hard to remember. Flat fares eliminate the need to tap off.
It makes sense not to have to tap on an doff. Most people do not and ride for free. Maybe a turnstile option to eliminate fare jumpers.
全世界都用程計費票價，為什麼Link用者不能夠？我多數由唐人街只會去遠與歌林比亞城，不應該同去Lynnwood付同一車費
Fee per mile/use makes more sense to me, but if the overall revenue per passenger is likely to be the same over time, go for the simpler option.
Put in turn stiles and enforce fares on the spot; no warnings, remove violators and issue tickets.
Distance-based fare requires users to tap off and the fare is more confusing. Flat rate is way more straight forward.
The light rail is already pretty expensive considering it doesn't travel all that far. I rode the train all the way from Newark to Manhattan for only \$2.75 last time I was in NY... I'm surprised to learn that fares for Link are going to be increased even further. It already doesn't encourage anyone to take the train when it costs like \$120/month.
Distance based makes more sense to me and is what I have seen for train systems in most other large cities I've been to in the US and abroad.
The flat rate is an appalling idea. It would make the train prohibitively expensive for people who don't travel very far--mostly people already living in the city and shouldering higher cost of living already. If a flate rate is implemented, it should be the same as the bus fare at least, to not shut people out.

Yes, flat rate of free. The fare is not enforced

<p>Distance based fares would no longer incentivize non-destination riders to stay on the train. I hope, with a distance based rate, there will be more oversight for kicking people off the train, when they are no longer paying to be a passenger.</p>
<p>Instead of raising fares for paying customers, put a better plan in place for people to not be able to just walk onto the light rail and not pay like other major cities have done.</p>
<p>I live in SLU, so flat fare is more expensive for me, but of these two options, I support the flat fare system.</p> <p>I think making light rail easy to use is more important. Having multiple tiers just make the system too hard to understand and keep track of.</p>
<p>If there's a compromise of a two-tier fee system, I would support that. An example would be a flat fee within region and an increase flat fee if traveling more than 5 stations.</p>
<p>Expanded fare zones, meaning of using orca card to tap on and off fare could potentially be less than current fare if only riding for short distances.</p>
<p>I find it too easy to forget to tap off with the distance-based system, especially when in a hurry, so am often charged the maximum cost. I think to encourage public transit use, it should be as seamless and easy as possible. Eliminating extra steps is better. A flat rate also reduces the costs for longer-distance commuters, which will incentivize people to take transit instead of driving.</p>
<p>Longer-distance rides should be more incentivized, as people are more likely to drive instead of take transit.</p>
<p>The distance based fare is more fair.</p>
<p>Tangentially related- would love to see gates to enforce payment. Believe that would increase revenue more than a small fare increase while improving perception of safety and fairness for riders</p>
<p>I don't feel strongly either way, but I like the simplicity of option 2</p>
<p>Flat rate seems less affordable for some groups and discourages short rides.</p>
<p>Just don't. Stop taxing things that should have already been paid for!</p>
<p>I shouldn't have to pay fares at all, as I'm funding ST3s expansion through my vehicle fees. None of that I agreed to</p>
<p>Distance based fares would align it closer to how the bus systems and train systems in other countries operate. I feel like that is the most straightforward method of pricing rates.</p>
<p>I would feel more inclined to use lightrail at a distance fare pricing as it will be too much to go from station that is next to the other if it was a flat price.</p>
<p>Free transit or gtfo</p>
<p>Making the use of public transportation more expensive and less convenient is not an incentive to use public transportation. Having to pay to park to use the Link will make it so I drive to my destination instead, because it will likely be the cheaper and more convenient option.</p>
<p>I worry that a new flat fare would mean that if I'm consistently only going a few stops, I'll end up paying more. Which at that rate, I may as well drive and find parking as it is hard to find parking at light rail stations especially when big events are happening.</p>
<p>Maybe introduce a day fare option. One price for all day rides</p>

<p>Instead of increasing fares, which are currently too expensive, ST needs to re-implement Fare Enforcement, and reconfigure access gates to ensure people pay before getting access to the Station to get on the train. If ST did this, then fares could be reduced and made more affordable for everyone. Why do certain people have to pay higher rates than others, and pay for those that are not paying the fare? As is the case for drug addicts and criminals, lack of consequences continues to increase the abuse of the system.</p>
<p>Hate both options; make it all free. There's way too much wealth in this city for that to be impossible.</p>
<p>We should be encouraging people to use public transportation, not making it more expensive than driving.</p>
<p>Why werent gates like every other transit system implemented for the light rail? The bigger the city the less you can rely on the honor code. I see way too many people skipping on fares. I would much rather have people pay their fares so I can have a clean and safe transit station and trains.</p>
<p>It would depend on transit data, but if the lower income areas are out of the city, a flat rate would be more equitable overall</p>
<p>In general, housing is cheaper and people make less the further away they are. They don't live there because they like driving. They live there because it is the best balance between accessible schools, space for their family, cost, and getting to work. Transit should equalize access to the city, not make it harder for people whose lives are already harder. I live in Bellevue and I say, soak Bellevue.</p>
<p>Flat rate is much easier to understand! Also seems more fair given that lower-income people are being pushed farther from city center (so longer transit trips). A \$3 flat fare would be good. Even better would be \$2.75 to match King County Metro. Can you please just have the same fare as each other?</p>
<p>I like the simpler flat fare, I think calculating the cost for different length rides will be excessively complicated. But at the same time I genuinely don't think it's fair for people in the heart of the system, going only between nearby stations, to pay as much as someone riding the entire length from the suburbs. I am in the suburbs, so even though I'd pay more I think that is appropriate.</p>
<p>I would be less likely to take transit if parking becomes paid as it doesn't make economical sense for me at this point</p>
<p>My Lightrail ride is normally 2-4 stops. having the fee go up will make me go back to looking for ride-share options over Lightrail.</p>
<p>I also believe we need to install carousels to prevent people from entering the fare area without tapping on/off</p>
<p>Consider putting in turnstiles, most major cities have them. This will give you a better understanding of who is/isnt paying. If there are people that cant afford fare, give them a card that gets them free transit if need be.</p>
<p>Trying to explain the distance-based fare makes it hard to convince friends and family members to take transit with me.</p>
<p>I think the issue with distance-based fares is that the systems that have successful distance based-fares have stations set up to require riders to tap out once they alight. Current Link stations are not set up for this, so it is not an intuitive system and I can foresee people forgetting to tap out.</p>
<p>The fare price does not determines the frequency of my use of the system in any way. My use of the system is purely opportunistic and based on non-monetary factors (time I need</p>

to arrive, destination, etc.)
Just make it free. There is little to no enforcement of these fees anyway. Plus if you want people to use the light rail instead of drive, then making it free will encourage that.
The lower bound for distance needs to be much lower.
Flat rate it means shorter distance will pay a portion of long distance traveller. Not really fair
Increased prices will not incentivize me not to drive.
I live in the city and only take light rail on the lower fare sections. However, I often don't remember to tap off so I think that the flat rate fare would be better for me.
It feels more equitable to charge a little more for longer trips, and a little less for shorter trips
I think the fare should not increase. I do think flat fare is a good option because it is easier for the riders.
I do find that tapping off can be annoying sometimes, so a flat-rate fare would likely simplify my experience.
I have a pass from my employer so this is not as much of a concern for me. I am very concerned about charging to park in the park-and-rides.
Increase the number of stations to tap at and make them more obvious
public transport should be free
It might cost more for flat rate but it's so much easier to understand
I've used Philadelphia's distance based rates, and it is confusing. We would need to make it very clear for people buying tickets at the station to which option they need to pay for
For the distances these trains are going, I just think a flat fare is easier to understand.
The tap on tap off is really easy to forget without gates/turnstyles. The tap on only flat rate will be better with the current setup and reduce people forgetting to tap off and being charged the maximum.
if you want fewer cars on the road, make public transit more affordable and more convenient than driving.
fares make it neither more affordable or more convenient.
It would be nice to have an option to buy in advance for a discount, like if I buy a package to use over a monthly or 3-6 month period and I pay upfront for a discounted package that's linked to my card. I would be more incentivized to use the link.
economic segregation is immoral
The RTA tax is bad enough already.
Assuming flat rate more expensive
A lot of people who are from lower economic classes tend to live further away from the city center (due to cheaper rent) and rely more on public transportation. Having a distance-based rate system negatively affects the people who use the light rail the most.
Tapping off can be so confusing for new riders (and I find I forget it all the time!) having jsut one tap would make things much simpler

<p>We should not be charging significant amounts of money to take the light rail. There should be enough incentive for security to not allow the light rail to turn into a mobile homeless shelter.</p>
<p>The light rail should be more affordable, cleaner and safer than driving to promote people using it unless this is a money grab. If the city doesn't get traffic under control now, the downtown core will continue to suffer, causing lower tax collections than we are able to get from the insane carbon tax on gas. The middle and lower class is being punished by Washington state and the Seattle metro despite the efforts to be more "progressive".</p>
<p>Flat fares are not really less affordable, but significantly less confusing than the distance based. Also in terms of revenue for the program, a flat fare probably brings in more money from people taking shorter trips to commute. All pros, distance-based does not make sense for our city because most people are not taking it that far unless they're going to the airport, which would only be occasional.</p>
<p>The distance based fare will cause unnecessary economic issues to individuals who live further from Seattle, Bellevue, and Redmond.</p>
<p>A flat rate would be more equitable. Charging more for people coming a longer distance does make sense, but typically those coming into Seattle from further away are those that cannot afford to live in/near Seattle. Charging them more to get to their lower paying job will just put more burden on the less economically advantaged. Whereas the cost of a more expensive short trip can be more easily absorbed by more well off patrons of the system.</p>
<p>I believe the tap off system is unintuitive for new users. If this system is to continue more signs may be necessary it indicate the need to tap off. Especially since the pay structure differs from the bus system.</p>
<p>Flat rate is easier to budget for.</p>
<p>I live near Mill Creek and will be using the light rail to commute in when the Lynwood stop is complete. So while a flat fair would benefit me more in the long run, safety is the most important thing to me. If fewer people ride the train because shorter trips cost more then I'd rather pay more and have more ridership.</p>
<p>Lower the starting rates. Taxes are already extremely high for transit, i would ride and pay for all transit much more if the rate to ride was more reasonable.</p>
<p>They're both kinda bad. Why raise the cost of transit when you want to encourage ridership?</p>
<p>Zone-based fares, please! Easy to remember and doesn't punish short trips.</p>
<p>Do not charge for parking</p>
<p>Improve fare collection by using turnstiles, faregates, or other systems as seen in the NYC Metro, SF Bay Area's BART, and others.</p>
<p>I work for the state and my transit pass is paid for by my work.</p>
<p>People will have a hard time swiping twice etc and more complexity will discourage people. Keep it simple stupid right?</p>
<p>For someone who frequently takes the Link rail only one or two stops, this makes the Link less affordable for Seattle City residents who use it for travel within the city.</p>
<p>This will make more sense when there are more lines and stops. With only one line, flat fare makes more sense.</p>
<p>Here's a simple idea the entire world uses to recover fares owed: INSTALL TURNSTILES</p>

Should have a better system to charge ppl for the rail ride rather than charging for parking. It's a major positive not needing to pay for parking right now.
My employer pays so this will have no impact on my perception. Maybe my employer will pay more or less but I probably won't know. I work for UW.
As someone who would be primary be taking short, inner city trips, I would prefer to to take pay a higher flat rate so that I can know my fare in advance, and so that fares for longer distance trips are more affordable.
Collection of fare infrastructure is both expensive and bothersome to the rider. Moving to a fully tax based funding system would improve use and reduce price of further rail expansion.
Flat rate would be more affordable for all giving more reason for people to ride.
Stop trying to get rich off the backs of people who actually work for a living. You are the beneficiary of three forms of taxation and also receive grants. I don't care if your C-suite got raises or bonuses. The rest of us have real problems.
The flat rate seems affordable and would allow for easier up keep to the infrastructure requiring less increase rate in the future.
Charging people who go further more makes sense. It should be cheaper just to ride a couple of stops than to go from one end of the line to the other.
I'm not a daily user and tapping to get on AND off is confusing for me. I can't imagine what it's like for the elderly who may forget, since it's not needed on buses.
Parking at UW light rail should be free
Any price increase seems like a punishment for those who are actually paying, when it already feels too expensive. However for me the flat rate is preferable because there's been at least 4 instances this year where I tapped on there was some sort delay and when I stayed off I was passed the time limit and was charged twice for a full ride. Which every cent counts. Things like this cause people to not pay at all.
I think you should update the entry way tap option. A lot of people go on without paying fares and I think more money can be generated if there was a tap in to let you go in.
Until we have proper "gates" for entering/exiting stations, a flat rate and time-allowance fare makes more sense. Another approach, like in some of Europe, zones were a good option. Tickets were based on which zones you needed, ie A zone is downtown, B zone is a bit further out, and C zone would go all the way to Lynnwood areas and Redmond. A only tickets are cheap, A-B and B-C are medium price, and ABC is most expensive.
It seems to me the individuals who live farther away do so because of high housing costs. It seems unfair to require them to pay more to commute into work with a distance based fare.
Make it free, pass a tax. Transportation is a must and a government service shouldn't be predicated on affordability.
It doesn't matter how cheap or expensive it is when transportation is essential to our lives. People *must* be able to commute from one need of our city to another without having to worry about their finances.
Munich u bahn
The proposed flat fares are extortionate for full-fare riders traveling within Seattle city limits.
Charge for parking at light rail stations

<p>Maybe use zones (if this is already how it works, the signage isn't obvious)</p>
<p>Flat rate fares would make it easier for visitors to the city to get tickets, whether at kiosks or on the transit app</p>
<p>link is too expensive for me most times anyways lmao</p>
<p>i take it to and from school 3-4x a week so that's several rides, then i also to work and that shit quickly adds up</p>
<p>Flat fee should come with a program to reduce the burden on persons with disabilities who rely on short trips for mobility.</p>
<p>I strongly urge distance based fares, but fares should be much, much cheaper to begin with. In cities that get transit right, the cheapest short distance fare starts off at around \$0.50 and increments by \$0.10/mi or so. In Singapore and Taipei fares starts off at \$0.50. In Seoul fares start at \$0.75 for the 1st six miles and increments by \$0.10/mi thereafter. There's no reason why we can't do this when other cities have been doing this for decades. Tap-in and Tap-out should be done not only on light rail, but also on buses.</p>
<p>Instead of flat did you consider a day pass</p>
<p>Introducing a barrier with "tapping off" would prevent people from just getting on the train without paying. I imagine this option would pay for itself and then some. This is how it works on the DC area metro and it guarantees you can't ride the train without paying.</p>
<p>Distance based could encourage additional driving to offset some of the costs.</p>
<p>I like the idea of distance based fare but at the same time I travel on the lightrail a very long distance so I will always pay the higher price. I travel for work and cant do anything about the distance. I think a new flat rate would be better overall for those who have no choice but to travel a long distance just to make money that they will then use to to pay for travel to work.</p>
<p>I have no strong considerations either way as I don't use the rail often enough yet. Though a flat fee is more appealing overall and would be something I would appreciate more once the Federal Way station is built.</p>
<p>Most of my light rail trips are long and the flat rate is cheaper for me than distance based fare.</p>
<p>Keep it simple. Especially since your stupid fucking car tabs are so hard to calculate. Fuck Link light rail.</p>
<p>Distance based seems less equitable. Wouldn't poorer people travel the furthest?</p>
<p>As a rider who travels short distances in and around downtown Seattle, it would discourage me from using Link for these trips as it may be less expensive to take busses instead.</p>
<p>A zone based system would be a better option that would combine the simplicity of a flat fee while not making short distance rider subsidize long distance riders</p>
<p>You know what helps get more money for sound transit? ENFORCE THE FARES YOU ALREADY HAVE. Every day I see like less than half of riders from downtown light rail tap on or buy fare. Stop punishing the people that depend on this for their jobs and education, and enforce fair for people smoking crack on the platforms and drunk people going to sporting events.</p>
<p>Fare enforcement &gt;&gt; fare amount</p>
<p>People who live further away from large urban centers tend to be more economically challenged. Distance base fares impact them disproportionately.</p>

<p>There should be a maximum charge per day or week. If New York is able to do this with maximum payments on credit card per week, Seattle should be able to also do this.</p>
<p>Distance based is inequitable for many people who have to make longer commutes. Sound Transit should switch to flat rate</p>
<p>tapping on and off is normal for many transits. have signs that remind people to tap on and off and have alerts that play on the train that remind people.</p>
<p>I'm indifferent to these options. I have a senior reduced fare, but generally don't use link because there is no fare enforcement. In addition to feeling unfair because on many trips I am the only one tapping in, it's unsafe because when people can ride free, it causes behavior problems, drug use, assault, etc.</p>
<p>To see how ridiculous this is, imagine if the ferry system or airlines had voluntary fare enforcement. Time to enforce fare payment.</p>
<p>I think especially for a distance-based fare, there could be more signage notifying riders that they need to tap their ORCA card when they get off as well. But overall I think distance-based fare is much more rewarding to people who live in the city and create less urban sprawl.</p>
<p>I take short rides due to disability/mobility struggles. Having distance not be a factor would drive up my costs</p>
<p>Yeah, don't do it you idiots.</p>
<p>Need gates to ensure all riders pay</p>
<p>Without fare gates at the entrance and exit (like the Skytrain), distance based typically penalizes the forgetful or uncommon transit user. Vancouver tried this on their bus system when the Compass card first rolled out, and quickly reversed the decision.</p>
<p>I usually only ride from Cap hill to Westlake. If it's going to cost me and my friends \$3 each, an u er would be cheeper and that defeats the whole purpose of public transportation. The city is expensive enough as it is.</p>
<p>Either option is cheaper than driving</p>
<p>Try and entice people to use public transit, not the other way around. Last mile connectivity is awful as it is, don't make the light rail an expensive option</p>
<p>Please consider using the lower flat rate because it is already very difficult to afford the fare on a normal basis, and monthly passes are outrageous. Consider implementing a weekly pass option as well as the daily and monthly.</p>
<p>Distance can be confusing and might hurt poor people. If so consider a flat fee.</p>
<p>Please do not charge parking at parking lots</p>
<p>Don't think either would change how much I use the light rail- I'm all for a simpler flat fare structure though so that people visiting the city don't get caught unawares. For example, if you ask me the current fares between any two stations I couldn't tell you, but flat would be best. It'll also work better with the existing flat KCM fares</p>
<p>Link is too expensive for middle class people who commute every day and don't get a pass through their job.</p>
<p>Distance bas punishes those who cannot afford to live near the city.</p>
<p>It seems like most riders can't be bothered to even tap on. Before I moved here, when I visited, I always paid for an orca card and then couldn't figure out how to use it for the light rail, and ended up riding for "free". Now, I know, and always tap, but I'm well off, and it doesn't really matter to me what the fare is. I'd rather see it full taxpayer funded - I'm happy to pay more, so others don't need to worry about it.</p>

<p>encourage more passengers to pay, routinely i am one of few people tapping on or off i shouldnt be punished with higher fares because you cant get people to pay. and fix the orca card it doesnt scan through my wallet</p>
<p>Either option results in a fare increase which is unfair for the people who live and work in Seattle but a potential fare of upwards of 4.75\$ is way too steep.</p>
<p>I'd really like a system where a tap-in gives you full use of the system, bus and rail, for a given time period (say, 2hrs), regardless of route or direction. No need to tap out, but if you tap back in within that window, you do not incur a charge.</p>
<p>What is the point if no one pays</p>
<p>Remember many people use this for rare or occasional use-car in shop, special event, etc. They do not have time to read everything, it needs Tobe user friendly to pay or they will not consider switching to daily use.</p>
<p>It would be nice to not have to worry about tapping off. Flat fares would also be much easier to explain to my family when they visit from out of town.</p>
<p>It would be beneficial to be able to use Sound Transit transfers on other sound transit systems</p>
<p>Few riders tap off and it doesn't make particular sense to complicate the system by differentiating between the two. A single tap system makes the most sense.</p>
<p>I like option one but tapping off is the most frustrating thing sometimes the readers don't tap you off properly and you get cited.</p>
<p>Sound transit did poor planning and did not have link light rail and sound transit connect in Tukwila by the mall. You also did not build enough parking space. You do not have trains with connecting buses run during Thanksgiving and Christmas holiday to expose more people to the system and increase revenue. Look around the world and you will see that trains are connected to the hubs were there shopping and such not random spots out in the middle of nowhere we have a train stop</p>
<p>If you continue to increase prices, you're going to lose ridership because then it becomes inconvenient because there's no bus is going to the train stations and you're charging way too much for trains and parking most Americans will just drive.</p>
<p>You already shot yourself in the foot don't shoot your other foot. You should've just hired the Japanese or Germans to take care of the whole thing originally and you would have a much better system and it would be affordable.</p>
<p>I take the train every week, but if you increase parking and ridership, then might as well drive, it becomes more convenient and I can't afford that much money every month.</p>
<p>Simpler seems better. Will also make it easier for visitors to use light rail</p>
<p>As an everyday rider to get to and from work, I find flat fares more appealing due to the long rides (meaning cheaper). On the other hand that may seem a bit selfish, but I feel it may reduce homeless people traveling because of the flat rate meaning shorter traveling = more money.</p>

<p>the tap on tap off system overcharges a lot when people forget and it can be really frustrating and costly especially if i'm taking the train in a rush</p>
<p>I wonder if the flat rate is more equitable. Many middle-lower income community members cannot afford to live within the city of Seattle but commute to the city. For people on a tight budget it's important to know exactly how much commuting will cost.</p>
<p>The distance based fare is the better option but fares should be much cheaper to start than starting off at \$2.50. It should be lowered to start at \$1.00 or less for the shortest trip.</p>
<p>Keep it simple! One single fare rate.</p>
<p>I think you should have turnstiles instead of raising the rates.</p>
<p>I take the lightrail two stops every day to take my daughter to school. The flat rate fare would make me take my car instead.</p>
<p>What about if a passenger is switching from one line to another? Is this one fee or two separate transactions? Yuu</p>
<p>Please re-add the TAP OFF option that we had under the old ORCA system. If a train breaks do down and we never get on, we should be able to cancel our trip without calling for a refund.</p>
<p>Keep it under \$8 round trip and your fine</p>
<p>Increasing the cost of a thing inherently reduces the amount people will use it. If you're looking to make up a budget shortfall, maybe try getting that money from a place that doesn't disincentivize using the very same service you're trying to provide. I donno, maybe the fucking car owners?</p>
<p>None of this matters if you don't enforce paying at all. So many people just don't tap and ride for free. Then there are all the free riders who just sleep or do drugs on the train. Is this going to be addressed at all? There should be a balance between being politically correct and being fair to law-abiding citizens, do you agree?</p>
<p>I mostly like not having to tap off for option 2.</p>
<p>Because I'm generally only going a few stops on lightrail, I do prefer the distance based option. I think if I was regularly traveling long distances I'd prefer the flat rate. Also, I live in Tacoma, but work in Seattle, so anything that saves me a bit of money when taking transit is nice.</p>
<p>Honestly, I see advantages to both. I frequently use Light Rail to travel just one or two stops, and would hesitate to do so with a flat fee. But I also often forget to tap off and so I'm accidentally paying a lot more than I would be anyway. Flat fare is simpler, distance-based is fairer, and no fare is best. Really, we should be paying for public transit in ways that don't require passengers to pay - or fares should be minimal. Public transit is a public good and taking the train instead of driving private vehicles benefits the entire community in numerous ways. Let's make it extremely affordable, however the fare is charged.</p>
<p>I appreciate that a flat fare may be the most equitable option for king county residents.</p>
<p>I feel that neither of these options will incentivize robust ridership. Ideally the entire system should be mostly funded by taxes. Residents within the expanding base should be taxed and given unlimited ride cards. Tourists and non-residents should be given the option to buy distance based fare tickets for individual trips, or multi-ride: Day, multi-day, or week options. Low-income residents should get tax subsidies or exemptions. If such a system is not implemented, discounted commuter cards should at least be made available to encourage regular ridership.</p>

<p>So, I was in Germany recently (for a month) and was on a lot of trains in a lot of different cities: commuter rail, light rail, subway, all of it. -- I think an option to consider that's missing here was what I recall as a "zone" based system in (at least) Munich, where the people there pay more depending on the zone they're traveling in. This could even make sense in our limited rail system where for those traveling within the core of Seattle it's a little cheaper.</p>
<p>I only vote for the flat-based rate because it does seem rather hard to understand the variable rate even as it is. It's not like the price goes up 10 cents a stop, if I recall correctly it goes up starkly at first and then long stretches of no change. Furthermore, the prices under consideration seem relatively fair for the flat rate, whereas the top-end of the variable distance based rate seems harsh for those who'd occasionally forget to tap off or who choose to live farther out.</p>
<p>Most people who use the light rail do not make long trips, including myself. Charging a flat rate effectively taxes such users in order to pay for stations that are used less often.</p>
<p>This is more equitable for those forced to live in cheaper communities further from their jobs.</p>
<p>Please enforce the current fare system rather than increasing the amount for the minority of riders who actually pay.</p>
<p>It has to be inexpensive or people will stay in their cars since most have to drive to get to it.</p>
<p>Distance-based fares will encourage more fare-payment evasion. If a flat rate is due each time light rail is ridden, I think it is easier to enforce and ultimately more likely to lead to increased rates of fare payment.</p>
<p>I don't believe from past experience with sound transit construction that they will do what they want no matter what the public wants or thinks</p>
<p>Stupid of you to consider differing plans when any payment is optional. S.T. should be free for all as long as it is free for half of riders. Sad that you feel no shame for being so lame.</p>
<p>Flat fee is more convenient</p>
<p>I think the simplicity of a flat rate is worthwhile.</p>
<p>Rather than boost prices on people who already pay, just start actually enforcing fare via use of turnstiles/gates, etc like literally every other metro train system. Why is this so difficult?</p>
<p>Fares need to be enforced. Tap on needs to be through a gated system.</p>
<p>Make it affordable and simple for all. Transit is already subsidized. Maximize the utility of our system. Don't eliminate the poor with barriers to access.</p>
<p>As the area around Seattle becomes more and more unaffordable, distance-based fares punish those who live in more affordable areas yet still have to travel to Seattle.</p>
<p>Continue with distance based. Let people tap on and off.</p>
<p>Concerned distance-based fare could create silos</p>
<p>I think you need to just make people actually pay the fare. you don't even need to increase it. Increase security and actually make people tap. I went to a mariners game and NO ONE paid for their train ticket. Raising prices will just hurt those who follow the system and are already struggling</p>

<p>I currently travel from Northgate to Tukwila 5 days a week for work. When Lynnwood station comes online, I would be travelling from Lynnwood to Tukwila 5 days week. The flat rate fare would work best for me. Also, having to pause to tap off (current system) has caused me to miss bus transfers twice. Not needing to tap off would be more efficient.</p>
<p>Just enforce the fares currently in place, rather than increasing costs for people already paying.</p>
<p>Flat rate is easy and not confusing</p>
<p>Please make sure people are actually paying!! I see so many people not tapping their cards.</p>
<p>Fare gates would guarantee forgetting to tap-off.</p> <p>Consider an orca app where the geolocation data could substitute for tapping off.</p> <p>In general supporting more forms of payment anyway would improve Usability</p>
<p>Why don't my absurd annual tab fees prevent unnecessary increase to ticket prices? I try to be environmentally conscious and use the light rail but this will prevent future use.</p>
<p>Please make an affordable (less than 60 dollar) monthly pass, even if it was just for light rail. More people will pay fares and the city will make more money overall as people choose to ride light rail more often</p>
<p>&gt; Flat rates may be easier to understand and easier to budget for.</p> <p>This is the silliest argument I've heard of for flat fares. It's trivial to look up the distance based fare. If we are talking about monthly budgets, people simply do not move that often and if they do, they can look it up then once every (say) 6 months or 1 year</p> <p>Sound Transit adjusts its fees regularly anyways, so should ST never adjust fares to keep budgeting easy?</p>
<p>Flat fares disadvantage the trips I most often take, and disadvantage all but long distance commuters. There is nothing complicated about distance based fares.</p> <p>Honestly if the concern is what happens if people forget to tap off, your priorities are wrong. Sound Transit should be more concerned about people who never tap on to begin with before worrying about overcharging those who forget to tap off</p>
<p>I do not think there will be a drastic change in fare revenue collection if the incentives to use the fare system aren't properly integrated</p>
<p>If u keep it low that's what's important</p>
<p>How would the increased fare changes increase the rates paid by employers to provide ORCA cards to their employees?</p>
<p>Figure out how to make people actually pay would be my first suggestion.</p>

<p>I have travelled in over a dozen public transit systems in the world. Pay by distance is antiquated, hard to understand especially by rare users, and takes more effort (tap on/off). Most humans pay when boarding (remember seattle's ridiculous pay as you exit--it clogs up getting on/off the bus.) One fare like NYC's MTA please!</p>
<p>I haven't paid for my rides in over a year. I think raising prices will just encourage more people to stop paying. The real answer is some real fare enforcement. If you ride the trains, it's obvious that people are not paying - you guys know this.</p>
<p>I would like a system in which it would be harder to get to the link without tapping or paying.</p>
<p>Distance based pricing renders the system opaque to users and complicates fare enforcement. Reducing friction on riders is crucial to boosting ridership. Raise the base fare while investing in CBO navigators to increase update of low income accessibility options.</p>
<p>Take light rail daily as part of my commute</p>
<p>The flat fare rates would punish shorter journeys (from U District/Capitol Hill to Westlake), which would push more people to take Ubers instead, which is worse for congestion and the region</p>
<p>Metro should be free, with only 12% of revenue made from fair it's disgusting if y'all to raise the fair any. The way this city subsidizes big tech like amazon and then raised fair for the bus and train really shows how much Seattle hates poor people. Rent is out of control, im stealing my groceries every week cuz I can't afford food, and now you all are choosing to raise fair. Disgusting. Electric chair. You all should be ashamed of yourselves, there are other ways of paying you guys that doesn't involve putting the price on civilians, we are already punished enough by the cost of living. I hope you all are shamed, this is disgusting and if anything makes me want to stop paying for the train and bus just as a point. Absolutely atrocious. Seattle hates poor people, prove me wrong. Oh yeah you can't believe the price of the metro is rising! I actually got a bike this year because the busses suck so bad here. Shame, shame on all of you.</p>
<p>I think the flat rate fare punishes people who live in the city and rely on the light rail to get around between neighborhoods on a day to day basis, while subsidizing out of city commuters at a cost to local riders. While I want light rail expansion so commuters can utilize more climate friendly transportation to get into work, I don't think it's fair to privilege then over folks living in the city who utilize the existing light rail.</p> <p>Ultimately though, the government should just pick up more of the tab for the light rail by pursuing progressive revenue that takes money from the largest employers who stand to benefit the most from an expanded light rail system, as it will enable them to continue to pay wages that don't allow their workers to live in the more costly Seattle region, forcing them to commute from areas outside of the city. They should be the ones footing the bill, not distance commuters or local regular rail users.</p>
<p>Even though the max fare under the distance-based fare isn't much more than the minimum fare, I believe that having a distance-based fare will be a disincentive to those who travel long distances with Link. I believe that the Link extension's biggest benefit to our community is reducing the congestion along our overburdened highways but for that to happen we need as many people as possible to use Link for long distance commutes.</p>
<p>Monthly unlimited prices will need to be reflected for this.</p>
<p>There should be a reduction of the base fare for shorter 1-3 station trips if the distance-based model is retained. That or a zone-based model (like Vancouver or London) should be considered.</p>
<p>Seems fair</p>

<p>Distance-based fares are more equitable on the long run. A flat fare rate would likely lead to more frequent increases due to those who unfairly choose to ride free.</p>
<p>Switching to a \$3.25 flat fare for 1 Line Link Light Rail would allow seamless transfers to ST Express buses which have already transitioned to a flat fare system.</p>
<p>I would be less likely to casually use the Link if it were flat-fare based. I'd still use it for longer trips, but I wouldn't use it for one or two stop trips as much.</p>
<p>Fare enforcement should be considered with either option. It's unfair to raise the price for employers and fare paying individuals, yet not enforce the fare for everyone. In that scenario, honest people are subsidizing the dishonest. Fare enforcement will also make platform and train safety improve. If an individual is unable to afford public transit, they shouldn't just ride for free rather they should join one of the many programs sound transit has to assist.</p>
<p>Enforcing fares would increase revenues. Maybe give that a try. I see numerous business professionals each day walk on without tapping.</p>
<p>Distance based fares need to be more clearly marked of how far (# of stops or zones) equates to a fare increase. Right now it is not clear</p>
<p>A flat rate is easy to understand and execute but may make it less desirable for short journeys.</p>
<p>Add gates / turnstiles like NYC metro please</p>
<p>Flat rate fares subsidize suburban riders. Increased fare for longer rides is logical and equitable, especially considering how flat rate fares would unfairly affect the historically overburdened residents of south Seattle taking short 1-3 stop rides to job centers in Seattle.</p>
<p>I think the distance based fare is fairer and equitable but flat rate is much easier to understand. I prefer the flat rate so I don't have to worry about being charged a bunch if I forget to tap off when I exit.</p>
<p>Would be great if I could enter my routes on the app and pay there every day if it was distance based.</p>
<p>You must give an option to choose neither. Both of these options are terrible</p>
<p>I think while it simplifies things with one fare, if someone is taking the light rail one distance every time then they don't necessarily experience the fare being cheaper unless the distance they travel is a more expensive one. There could be many riders who experience the higher rates without going longer distance with one flat rate</p>
<p>Instead of raising rates, maybe actually collect fares from everyone?</p>
<p>The flat ST bus fare discriminates against short distance travelers. It discriminates against route 545 and 550 riders. It's ridiculous that Lakewood - Seattle costs the same as Bellevue-Seattle. It subsidizes and incents bus use instead of Sounder.</p>
<p>A high Link fare will punish and discourage short rides.</p>
<p>ST should adopt a zone fare approach that is independent of the mode. E.g. Seatac/Tukwila to downtown Seattle should cost the same whether the wheels are rubber or steel and whether the fuel is electricity or diesel - you are selling transportation, not vehicles. A zone fare makes the modes equivalent while being able to price shorter distances fairly. With the large ST service area, flat fares are punitive or a giveaway and are simply not realistic.</p>
<p>I'm not sure why you are spending time on this when you don't bother enforcing fare payment in the first place.</p>
<p>Consider fare zones... zone A to A is \$x. Zone D to to is \$x. A to D is \$4x.</p>

<p>I think a flat rate is easier to understand for everyone, and makes planning for travel expenses much easier, especially for tourists or people just visiting.</p>
<p>When I go from Northgate to downtown it should not cost the same as someone going all the way to Angle Lake.</p>
<p>Is there data on what the typical length of trip is as a function of demographic? Aggregated data on users of the low income/disabled/youth ORCA cards may serve as a proxy for users who may not be eligible for those specific types of subsidies but still have similar travel habits. My concern is if a flat rate disproportionately causes low-income people (who do not qualify for assistance) to pay more.</p>
<p>I've been using the link for quite some time and have no issue with the current payment method.</p>
<p>My company pays for orca, so other than complexity, which both are simple enough, pricing structure doesn't affect me much. Just make sure you give us enough tap on/off machines, they seem to be decreasing in number.</p>
<p>Using the flat rate fare seems like it would be punishing the riders who are short distance riders. I think more people would begin to drive. I would rather pay an increase of 50 cents than a flat rate.</p>
<p>I like simplicity but flat fares seem like they would punish short trips, which isn't fair.</p>
<p>Neither seem like an ideal option</p> <p>Please consider zones! Better option for shorter regional travel</p> <p>Great article highlighting the option!</p> <p><a href="https://www.theurbanist.org/2023/09/27/sound-transit-weighs-two-link-fare-reforms-but-a-third-is-needed/">https://www.theurbanist.org/2023/09/27/sound-transit-weighs-two-link-fare-reforms-but-a-third-is-needed/</a></p>
<p>If flat fare rates are implemented, people will be less likely to use the light rail as frequently if they are only to make short distances, say for work or even for leisurely activities, and will most likely resort to a car instead of walking if the distance is farther than a mile. Be mindful as well of elderly and/or disabled people who already pay more for extended services and the designated need for transportation through all distances.</p>
<p>Option 2 is clearly superior and much easier to understand for people that live here or visitors from out of town while keeping fares reasonable. Option would negatively affect riders living further away and encourage them to drive more which is the opposite of reducing traffic congestion.</p>
<p>you should charge much more for parking to make more money, or build less parking and more rail</p>
<p>Please put in turnstiles that open on tap so that people must tap to enter, but not to exit, otherwise few will pay at all.</p>
<p>Flat fares are definitely easier to understand. Will sounder go to this as well? It will be confusing if they are different. Update the fares as needed though.</p>
<p>More ppl may use it if there is a flat rate, distance shouldn't matter.</p>

<p>The light rail has been so horrifically unreliable this past year that it is an embarrassment to the entire city. Reduced frequencies, random no-shows, poor maintenance, and broken escalators are making public transit literally unusable. We have lives. We can't all be waiting around for 30+ minutes while we have to get to work or school, hoping that maybe a train might show up, and then have the next train to be packed to crush capacity with everyone who accumulated over the wait.</p>
<p>The entire upper management of Sound Transit deserves to be fired so publicly that it reduces them to begging for spare change outside QFC.</p>
<p>How would the proposed flat rate work logistically for riders who transfer. For instance, a rider who takes both the Sounder and Link, or link and an ST express bus for their daily commute. Will they pay a flat all day rate for riding multiple forms of transportation, or will they be charged a separate flat rate for each leg of the commute?</p>
<p>I'm not so price sensitive I just was increased frequency and fewer holdups and changes to contracting new lines. I want board members who take transit.</p>
<p>Flat rate would make use of the light rail generally easier for me as a rider. I think this we'll help establish a budget for riders</p>
<p>Having used the DC (distance based) and NY (flat fee) metro systems in the past, I vastly prefer the NY/flat fare system.</p>
<p>Would users with UPasses be affected in either scenario? I believe the UW subsidizes the UPAss either way.</p>
<p>For me, riding the light rail would be more expensive with the flat fee rate structure since I live in Seattle proper, however I think we should go with whatever we think will have the highest compliance rate, be least confusing, and encourage the most people to ride, which I suspect might be the flat fee structure.</p>
<p>It is not fair to charge a flat rate if someone is traveling just few stops.</p>
<p>There is little to no fare enforcement on the trains today, which makes fare changes irrelevant. Increased enforcement would increase collection along with providing order on trains (I.e. "hatchet guy"). Most riders also likely use passes - this fare update isn't clear the impact on those riders</p>
<p>I am the transit coordinator at my job and trying to help employees figure out the least expensive monthly ORCA pass they can get with distance-based pricing can be a nightmare. Very often the employee goes into a negative balance because they travelled farther without realizing it and have to pay the balance. A flat rate to ride is more consistent with other light rails I've used elsewhere.</p>
<p>A flat rate fair makes the link more accessible to the people who need it most -- those who cannot afford to live in Seattle</p>
<p>Based off the revenue and the expansion I do understand why you would like to increase the fare. As someone who uses the transit daily increasing based on length will definitely discourage me to use the transit. The transportation system here in Seattle is already making a lot of revenue via other means. Parking, citation tickets being a few among those. Whether you are trying to accommodate the economic change and the cost of living and affordability should also be considered. Since those are also increasing. Rent has increased exponentially. While I do understand the legitimacy of this. I feel you all are failing to look at the people and their needs. I and what they can and can't afford.</p>

<p>If you are need more revenue, you need to do fare enforcement. I've lived in Beijing, Seoul, and traveled extensively in Asia, and every single subway station had gates that only opened when a person paid. This ensures safety, equality of payment amongst riders, and cleanliness of the trains since the unhoused would not take up temporary residence in the trains. I commute everyday to pioneer square station so I see this everyday.</p>
<p>I wish that a zone based care was being studied as a third option.</p>
<p>As a life-long Seattleite, I do not think we should subsidize people who commute from outside Seattle. They are already paying for lower housing costs, property taxes, etc. They should pay more to commute to higher paying jobs in Seattle if they choose to live outside Seattle. This is more fair &amp; equitable for those of us who choose to live in Seattle and already have a higher cost of living.</p>
<p>Turnstiles that prevent people from riding unless they pay would mitigate a lot of issues sound transit is dealing with and bring Seattle transportation in line with every other major city in the world. Just a thought.</p>
<p>Most major subway/lightrail systems in the world use a distance based fare. The most important change Sound Transit should implement regarding fares is proper turnstiles in every station to require payment.</p>
<p>What would encourage me to ride light rail more isn't the fare structure, but rather actual enforcement of safety (there were several incidents on light rail trains this year that security did not address). You also need to enforce fares with on the spot fines and/or removal of people who did not pay the fare.</p>
<p>I don't need to take light rail often. When I do, it is because it is more affordable than the alternatives, and the Light Rail fare structure wouldn't make a difference. I mildly prefer Option 1 because the fare seems "fairer" in an abstract sense, but I don't feel strongly. Generally speaking. If those who travel longer distances have lower incomes, I would favor Option 2. I just don't have that data.</p>
<p>I've stopped paying because so many others are allowed to ride free of charge. I'll pay once ST begins enforcing the payment of fares.</p>
<p>I like the option of not having to tap off the train, as I forget to do so often.</p>
<p>Id rather just pay for what i rode.</p>
<p>The flat fare seems unfair as if you're only</p>
<p>riding for one stop you shouldn't be charged the same as someone riding for 12 stops.</p>
<p>just keep it the same</p>
<p>I pretty much never tap off. I just don't get it and I don't think anybody does.</p>
<p>Those who use the light rail through the Downtown tunnel to get to and from the train should not be charged the same price as a full ride.</p>
<p>Before you charge anyone more for the train you need to focus on cleaning, on getting all of these "security guards" off the platforms (where they just stand around and take up the walkway), and on making sure you have the wins that actually run rather than shutting everything down for months for your personal convenience</p>
<p>Will Senior rates change and how much?</p>
<p>I'd much rather model Seattle's fare structure after New York City, where there's a flat rate of \$2.90, than after the confusing variable-fare mess that is the DC metro. Let's make it simple and straightforward so everyone, including infrequent users like tourists, can easily understand it. I shake my head whenever I use the DC metro because it could have been so good, but continues to be marred by an overly-complicated fare structure that requires a masters degree in economics to understand.</p>

This decision should be based on how patrons are currently utilizing the rail.
Flat rate with free or discounted transfers to bus?
Charging fare on tax-funded transit is theft.
Distance based works best for me. As someone who lives near the U-District I often use the Light Rail to get to nearby destinations such as Capitol Hill and Roosevelt. Paying less to get to nearby locations makes much more sense than paying a more expensive rate to go one stop. Distance based fares also help discourage fare evasion for people who use the light rail in this manner, as people might question whether they really need to tap their ORCA cards to go one or two stops if the fare is more expensive.
I very rarely remember to tap off. Does this mean I've been overpaying all this time? I never knew. That's very poorly communicated to the public. But more importantly, don't we want to encourage people to ride transit? Why are we still charging for transit?? And so expensive! Make it all free.
Distance-based fare is similar to train fares around Japan. Easily understood and affordable.
I recently went to San Francisco where they have a distance-based fee structure (or maybe fare zones) and it was impossible for me to know how much any given trip on train or bus would cost (it was also shockingly expensive). Don't do that to people living or visiting here.
Better station card readers, more, faster response time to a tap, and placed so you must walk past a reader more like the pay to enter/exit subway systems to reduce missed tap offs.
I'd appreciate a distance based fare that had fewer categories. It's hard to know exactly how much a ride will cost you, if it's not part of your routine.
Either one would be fine, but I think as the rail length continues to expand there will need to be distance based fares. Switching to flat fares is okay right now when there isn't a lot of distance and basically one line. But when there are multiple lines up and running we'd just have to switch back to distance based and the multiple switches could be confusing.
Get rid of tap-off. It's confusing and problematic- riders end up tapping off when returning to the station and then get fare-enforced.
Flat fares will discourage short trips, which are more likely to be close to the city center, where traffic is congested and transit can alleviate road and parking pressure. If an Uber, gig car, or personal vehicle parking becomes cheaper for a group than transit, they will drive.
Zone based fares can be easy to understand too.
Zone based fares might also make sense
You need to put turnstiles to ensure people pay their fares. I see people 'skipping' the tap card every day.
Also - CLEAN UP THE CARS! This is public transportation not public crash houses
As someone who lives in Edgewood and works in downtown Seattle, I'm super excited for the Federal Way station to open. I would be more than happy to pay the flat rate for a daily trip into Seattle where I don't have to switch to the Sounder train.

<p>At \$3, a flat rate would be reasonable as it's relatively close to what the price I'll be paying after I graduate would be under the raised fare. At \$3.50, it does feel like local Seattle riders are paying for suburban commuters in a way that feels like we're losing out with each extension. A fare zone map would be easier to understand. I've literally never understood the fares on this system even though I paid my own tickets during the summer quarter and consider myself engaged. All the distance based rates feel capricious without at least one of those horrid WMATA signs at the ticket stations.</p>
<p>Finally, why is an ORCA pass not available via the mobile app shared between every single agency I've ever seen be part of the Puget Pass system I can use my student ID or an ORCA-loaded Puget Pass on? Fix your system, it shouldn't be on users to panic when a fare ambassador tells us the pass we bought at the same price assuming it was the same thing is wrong, and your fare ambassadors get fought with over it. I stopped taking Sound Transit and only took the bus for weeks over this this summer.</p>
<p>Why don't we keep fares where they are, but expect everyone to pay a fare? Why do we fare paying riders need to fully subsidize those who think they should ride for free. Sound Transit should not raise fares until they have done what is needed to actually collect fares.</p>
<p>I regularly see people not tapping on to use the light rail and rarely do they tap off. Going to a flat fee would help eliminate some of the issues with people forgetting to tap off.</p>
<p>While a flat rate is more easily understood, and I would not be opposed to it, the distance based system makes me feel like I'm saving money, even if that isn't actually the case.</p>
<p>MANDATORY FARE COLLECTION! Please-- every other major city requires a tap in or ticket to enter the platform. the thousands of free riders on ST is ridiculous. NYC has phone or credit card tap-- super easy and no need for additional tickets or passes...</p>
<p>The economics of this entire system will be compromised until you guys start to enforce fairs. End of story. Look at the New York subway system. Everyone who gets on pays. I would predict right now 30 to 40% of the riders actually pay. Ridiculous.</p>
<p>Truthfully, what I think the system could really benefit from is fare gates at all stations. It's crazy how many people I've seen just walk right on or off without tapping or stopping at a ticket machine. I never run into any fare ambassadors, and while sometimes I see security, they aren't there all day. Fare gates will do two things: 1) Force more people to pay and 2) Make it EXTREMELY obvious when someone doesn't pay (jumping over the fare gates, etc)</p>
<p>Light Rail and all Public transit should be free for everyone to use. If we want to seriously address climate change, increased traffic congestion, and income inequities, then transit needs to be free.</p>
<p>Paying for what you use is the most equitable across all segments. So prefer the distance based fares. Also very similar to how the rail system works in Japan. You might consider some of their infographics to help folks understand the costs.</p>
<p>I like the flat fare rate best because so many people who are low and middle income are having to move out of the city and into the further reaches of the metro area. So this would actually be the more affordable option as a whole. The people left in Seattle City are people who can more than afford a flat rate if they can afford these ridiculous housing prices.</p>
<p>An online tool to estimate prices for distance-based fares would be helpful for newcomers.</p>
<p>I'm going to use the train anyway, so neither option will encourage me to use it more.</p>
<p>If the station parking has a fee and is not free we will not use the light rail.</p>

<p>Distance based far makes the most sense because the longer the distance, the more they would have to pay.</p>
<p>This will it go over well. To use the light rail parking for free is the only reason we use the light rail. If we have to pay we will not use light rail.</p>
<p>I think the best goal is to prioritize increasing ridership in the long run. I think ridership from visitors using the light rail to travel from airport will not be affected under either system but ridership from Seattle area residents would be negatively impacted by changing to the flat rate system due to short-distance riders bearing a much greater burden of the expense under that change.</p>
<p>The fare should be an even dollar amount, perhaps \$3.</p>
<p>I prefer the flat rate and I filled out this survey in good faith. However, it angers me you're raising the rate on those of us who chose to pay while letting a significant portion of ridership to skip paying. What are your concrete plans to reduce fare evasion? Why are you putting the increase on me, as a regularly paying customer, when so many you've allowed are abusing the system?</p>
<p>The distance based fares should be capped at the STX bus route fares.</p>
<p>Please enforce fares. The light rail is increasingly becoming dangerous and not safe to ride because people just jump on and ride all day for free while harassing commuters.</p>
<p>I'm all for making ridership as simple and easy to use as possible. This is why I like the flat rate, because we only have to remember one number. In order to make ridership more affordable, especially for regular commuters, I'd like to suggest that we look into doing something like NYC's subway payment system (called OMNI). When I visited, they had a promotion saying "ride 12 times, after that it's free for the rest of the week". On the seventh day from your first tap, the counter resets. Even though I was only visiting, I felt incentivized to ride as much as possible, because it would be free after a certain point! It's a thank-you to commuters, who at minimum will be riding 10 times for a five day work week. The NYC subway also accepts smartphone tap-to-pay, which makes payment convenient and intuitive for visitors. I have seen tourists poking at the fare machine with confusion. Tap-to-pay is already widely available in restaurants and grocery stores. The light rail could greatly benefit from tap-to-pay, as lower barrier to entry means more revenue from more folks.</p>
<p>I think the flat fare rate is easier and not too expensive. However, the new rates don't affect me as I'm a senior fare rider.</p>
<p>I see so many riders who don't tap at all. I fear charging a flat rate might increase the number of passengers who don't tap—those traveling short distances might be frustrated by the higher price and therefore feel compelled not to tap for those shorter trips.</p>
<p>Is this increases will improve:</p> <p>The security and safety for us the rides?</p> <p>Increase of the security and sheriffs from early AM?</p> <p>Hire better well trained security ?</p> <p>Better maintenance of the buses, trains and facilities?</p> <p>It increases in to the paying riders cover all the " free riders" that uses the sound transit system to consume toxic and hard drugs, litter , use the facilities as a restroom, harassing paying riders?</p>
<p>To get more people to pay I think having a flat fare rate of 3\$ or lower would encourage</p>

that.
Flat fare is easier to understand for locals and tourists but penalizes shorter trips which might be more common. I think we should implement whatever system encourages more ridership which I think would mean encouraging shorter/medium distance trips.
Making sure riders pay would make any option better
I pay even though there's no enforcement, and I would be annoyed if fares went up for my relatively short trip which is currently \$2.50, especially if it went higher than the \$2.75 transfer.
Increasing prices isn't going to encourage more people to pay, and may cause some people to stop paying, causing a drop in revenue.
With flat rate consider daily or weekly maximum charge, so power users can get free trips once they meet a threshold, similar to Chicago and NYC.
Many of us use the rail for frequent shorter trips, so distance-based fares would be more affordable for us. Please continue to provide some free parking at as many stations as possible. Obviously, I am most interested in Northgate, as I recently purchased a home near this station in part because of this availability. I foolishly did not consider how easily that could go away, as the station is so new. I expect as more stations open to the north, more people will park near those and relieve the pressure at Northgate a little.
Does it affect the reduced fares?
If we chose option 2 there would be many people still "tapping off" and they would be charged double for a long time until everyone gets used to the new system which may take a long time, especially for seniors.
A flat rate would punish people who only need to travel within a few stops while rewarding those who need to travel longer distances. A distance based rate feels fair to everyone.
The decision comes around affordability and time expenditure, thinking outside the box, aren't there better ways to accomplish a more effective fare change? A card's purpose is to record the start and end locations of a passenger's ride so that Sound Transit can charge accordingly. The electronic account is what holds the card's balance. It is suggested above that having to tap off and on may be a hindrance to passengers. Couldn't a middle ground then be, for example, to create an app that simulates tapping on and off? With a click of a button on a phone that a majority of (surveyable) passengers own, tapping on and off could be much simpler and easier to understand, given the app is properly created. It, however, does not need to be a replacement for manual card tapping, but rather an addition to it. A security feature may include the requirement of having location on.
Cons are developmental costs, bugs & support, and fraudulent behavior (traveling four stops, tapping for two). However, it is comparable to passengers not paying fare in the first place. If fair fare is an aim, enforced fares should be a priority. Enforced fares also keep the light rail cleaner.
please don't increase fees.
You need to collect fares from everyone riding the light rail
Distances based fares are more friendly for those who use public transit to get around town for daily necessities and commute to work

<p>I often ride in the center of the city to just go down a couple stops. I'm strongly in favor of a distance based fare for that reason. I feel a flat-fee may disincentivize folks in the heart of the city to use the train because they're paying for a full fare regardless of how long they're on the train. Conversely, it may also encourage more fare evasion</p>
<p>make public transit fares free. if olympia can do it so can seattle</p>
<p>I think if the distance fare only went up by 25 cents it'd be a harder choice but the flat rate offers better convenience</p>
<p>Flat fare rates seem a lot worse - the only pro of this option is the "convenience"...but it's not that much of a hassle to tap on and off. It's most of every subway/train ever.</p> <p>Perhaps the distance-based fare can start at a lower fare though — resulting in a larger range of fare costs depending on the distance.</p>
<p>The distance-based fare system is currently difficult to use, especially for new riders or visitors to Seattle. There are an inadequate number of readers at stations, and they are often inconveniently placed. It can be difficult to know to tap on, and it is ESPECIALLY difficult to know to tap off. Signage to tap off is very sparse, and there are no announcements like in other systems. This results in the fares already being expensive for short trips since many people forget to or do not know to tap off.</p>
<p>For the flat fares - good legibility. If the higher flat fare can support the installation of fare gates (even if just at the underground or elevated stations), or significantly more fare enforcement officers, this would be beneficial. It appears that fare evasion, both deliberate and unknowingly, is very high, especially when trains are full.</p>
<p>I think if it is distance based, there should be signs at the exits that remind people to tap out.</p>
<p>Charging by distance makes the most sense, but when you have an unlimited card (eg a monthly pass), you should not have to tap off. Essentially, there should be two types of cards. Treat the unlimited monthly passes differently and don't require tapping off for them.</p>
<p>I wouldn't use light rail if it costs more than current fare for less than 5 stops. However, this shouldn't be the topic. Why agency doesn't discuss about the fact that the majority of the riders not paying. If people see other people not paying, they stop paying and this becomes a trend. I determine to pay, but it's sometimes hard to do when 80% of people not swiping the card. Increase of fare doesn't matter when people don't pay. Please don't waste time and money to discuss fare increase. If the majority pays, the fare increase is not needed. It's common sense.</p>
<p>You need to add a surcharge for passengers going to/from the SeaTac Airport Station. For commuters, work with employers to provide monthly ORCA cards that doesn't require a surcharge. This is important to make sure working class folks are unaffected. For single-ticket riders, a surcharge should be added in order to generate revenue. All the tourists on the train to/from SeaTac Airport are laughing at Sound Transit for how cheap the light rail is. Whenever I travel to other cities, I'm often forced to pay a surcharge to/from the airport station.</p>

I've been riding since the first train. I'm 100% disgusted about my safety and now you want to increase the fare. There are stabbings and assaults on this light rail. I'm having to be a security guard by reporting so much on a weekly basis! You allow all these drug addicts/meth addicts and questionable people to ride but the working person ( that's Me ) you want to increase my fare while I'm

Debating if I get a taser or a better pepper spray. I have an issue paying more because of safety and lots of the security guards don't do anything. Please get this safe before you come to be about increasing my fare. I have to be concerned about second hand meth smoke.,

I am not overly excited about the Link in the first place.

I am still very upset about the RTA tax that was imposed (which was voter repealed). I like the bus system...it is efficient and offers various routes.

My typical commute would be a short length, I do not feel I should have to pay extra for everyone else and to make Sound Transit's budgeting easier. I am tired of Sound Transit making poor choices and wasting tax payers hard earned money.

The more you charge the less accessible it is to everyone.

Flat fare encourages driving for short trips, increasing congestion and parking demand. Exactly opposite what Seattle needs. I also thinking tapping off helps increase security.

Distance based fares sound fair and create an incentive for local and urban use. We don't want people to avoid Link if they need to travel within the same city/county. Also, if it allows a very cheap entry level fare, like \$1.75, that would be great.

I agree that flat rate fares are easier to budget for as individuals. It would be nice to know how much I will pay ahead of time rather than estimating between a certain price range. Flat rate will be preferred once the federal way station opens because my distance travelled will be longer.

Link should simply be better funded, not need to profit! Change it so it is in a net zero so that people can benefit from it and be encouraged to use it. The running times also need to be expanded, it's unreasonable for it to end at midnight for people who are out drinking/working late/ travelling.

A zone-based fare is simpler than a distance fare and more flexible than a flat fee. If that's not possible, simplicity makes the fare system more approachable.

I worry that distance based fares penalize people who live farther away to pay more, further increasing transportation costs for people who have had to move to find more affordable housing.

Flat fares provide an easy to understand option that would eliminate the confusion of tapping off.

But really - let's make transit free! It's not fare that many high income earners in the region receive subsidized ORCA cards from their employers and others are penalized.

More people riding transit will be good for everyone. I feel less safe on empty trains than ones

filled with people.

Flat rate would encourage longer distance riders to use the light rail

There should be a lower rate for one stop. 2.25 is a lot for that, but the single stop between capital hill and Westlake for example is worth taking.

The light rail should be free. Encouraging all people to use the infrastructure and getting more and more people out of cars.

Flat fare would be easier to understand for most including those visiting the city.

Easier. Also for one time fee based riders it's easier to understand.

As barely middle income, aka I don't qualify for reduced fares but have 100\$ or so dollars left in my monthly budget for incidentals. The roughly 120\$ I already pay per month to get to my job feels like a squeeze. Going to a flat fare would definitely eat into my ability to pay for other necessities. If the rich people in Bellevue don't want to pay 4.25 then maybe they shouldn't live in the suburbs.

Flat rate so I can get off the train and go instead of waiting in a line to tap off. Or straight forgetting and over paying

<p>Link Light Rail should encourage people to ride rather than drive. If a round-trip on Link Light Rail is more expensive than average parking rates, fewer people will ride and more will opt to drive instead as they are no longer seeing a personal benefit to taking the light rail</p>
<p>I'm not paying y'all are crazy</p>
<p>I ride a short, fixed commute. The flat rate would not make sense for me.</p>
<p>Switching to flat fares would signal strongly that the system is for suburban commuters, and discourage using it to get around within Seattle.</p>
<p>You guys need to cheapen the distance based fares! I get charged a disproportionate amount just because I work at the airport to commute to the airport from my house. When other fares the same "distance" are cheaper. I have no issues with a distance based fare but if you need more money Levi a tax and lower your damn fares. Especially if you want do a one fare pays all it would need to be like 2.75 to make sense and be comparable to other systems in the country. GET YOUR HEADS OUT OF YOUR ASSES and adjust fares down not up.</p>
<p>Rider safety is a major concern, access control for paying customer and non payment (homeless drug addicts.</p>
<p>The flat rate fee should be lower</p>
<p>None of these changes will be effective without fare enforcement. Please consider adding gates to enhance the security of the light rail and to have fare enforcement.</p>
<p>How much administrative fees cost per transaction. How much is actually funded by the fares. ridinv for months no one checking passengers to see if they have paid kent to seattle . The majority of funding is being done thru taxes. Why not look outside the box and make it free. Most people arent paying currently as there is no enforcement. The cost of enforcement and transaction cost fare out weight the fare mibey taken in</p>
<p>Zone based fares have many of the benefits of both distance-based and flat fares. Flat fares sound like a terrible idea</p>
<p>I will stop riding the train if there is a charge for parking.</p>
<p>Suggestion: flat rate fare for all areas within Seattle city limits( the current Northgate to Rainer beach) then switch to distance based fare when used between cities</p>
<p>Issue with charging the max fare when not tapping off would be solved by installing gates at stations to actually enforce fare collection</p>
<p>In addition to not tapping off just being easier, making the user experience on the 1 Line and the T Line consistent will set the region up better for the future. It'd be great if Sounder could change too, so that you never have to tap off any ST services.</p>
<p>Whichever you decide, ENFORCE FARE PAYMENTS! This is probably the best way to ensure success. Too many people never bother paying - just schmucks like me</p>
<p>Either way there is going to be a disadvantage for everyone. Especially when:</p> <ul style="list-style-type: none"> <li>- You're planning on charging for parking which that itself will be covered in the latter portion of this.</li> <li>- WA state already has attempted to charge different rates for gas/mile and that failed miserably and depending on the details of the distance based rates here. This may as well.</li> <li>- You have many people who have to either drive/ take a bus TO said train station and then take said train to their destination. Meaning that depending on that distance they're taking in transport already. Won't most likely be saving them any money regardless of whether you go</li> </ul>

<p>flate rate or distance based rate.</p> <p>- WA already has toll lanes that charge based on distance, which like our taxes and other things that are taken out of a person's income. Should already be going towards stuff like this for maintenance and continuing project funding.</p>
<p>The light rail really shines in the long distance trips where as short trips are often satisfied through local metro busses. Reducing the cost of long trips by switching to a flat rate I believe would encourage the most usage.</p>
<p>I think a wider variance would make more sense if incentivising short trips on light rail travel. 2.75 for one stop vs 3.25 is not significant enough for having to tap off. 1.5-5 would be a bigger incentive if taking short trips.</p>
<p>Fair increases happen and either option would work for me. Both are still affordable options</p>
<p>For future surveys, make the link easy to find and eliminate the heavy reading beforehand. The link to the survey was buried in excessive text.</p>
<p>Enforcement of fairs is the only thing you need. Don't raise rates when 1/4 of people don't pay anyways. You only hurt honest people.</p>
<p>Increased fares mean nothing without proper enforcement. If everybody paid their fare, fares could be cheaper, making transit more affordable for everyone. This is especially an issue before/after sporting events (when light rail use is highest) when the crowds prevent people from even bothering to tap on/off or use the ticket vending machines. Please find a way to make tapping on/off easier or more of a requirement rather than an option, and revenue could keep up with the costs the system incurs.</p>
<p>I love our transit system and I appreciate you guys doing this questionnaire! I do think that distance based fares will keep the system more affordable!</p>
<p>If there's no REAL fare enforcement, the reality is link is free to most of the people. (As I observed, I still tap my ORCA card every time)</p>
<p>Flat rate is better but not at \$3, make it 2.50 or 2.75 and people won't notice or care as much. You will still get an increase in profits since most travel is between a couple stops max.</p>
<p>Enforce fares using turnstiles / fare gates at the grade-separated stations to improve fare evasion and security stats. Fare ambassadors and security are unsuccessful.</p>
<p>Zone-based fares would be more equal.</p>
<p>Neither fare scheme would change my mind about using transit. However, the flat structure is simple and easy to understand. It would also make me feel less bad about forgetting to tap off.</p>

<p>Please consider the 1) HOMELESS AND MENTALLY SICK PEOPLE MAKING LIGHT RAIL AS THEIR BED SPACE —WE NEED OUR SAFE AND SECURE COMMUTE</p> <p>2) DRUG ADDICTS AND USERS— HOW CAN YOU PROTECT US WITH THESE KINDS OF PEOPLE? THEY ARE GETTING MORE VIOLENT</p> <p>3) THE SEATS ARE NOT EVEN DISINFECTED OR CLEAN —HAVE YOU LOOK INTO THE CONDITION OF SEATS? THEY SMELL SO BAD VERY GROSS, HOMELESS PEOPLE MAKE IT AS THEIR OWN BEDDING SPACES AND THEY DONT EVEN PAY NOT EVEN A SINGLE CENT, THEY ARE THE MOST DANGEROUS PEOPLE INSIDE THE LIGHT RAIL, WE PAY AND THEY DONT PAY — MEANING THEY RIDE FREE OF CHARGE, SO WHATS THE BASIS OF PAYING MORE WHEN OTHERS GET IT FREE RIDE</p> <p>4) WE NEED SECURITY INSIDE AND OUT OF THE LIGHT RAIL UNTIL THE VERY LAST MINUTE COMMUTE OF THE NIGHT, NOT FROM 8:00AM TO 5:00PM</p> <p>ITS GETTING MORE DANGEROUS RIDINGVTHE LIGHT RAIL</p>
<p>YOU WANT TO MAKE INCREASE BUT WHAT ABOUT THOSE HOMELESS PEOPLE MAKING THE LIGHT RAIL AS THEIR OWN BED SPACE AND NOT EVEN PAYING A SINGLE CENT? WHAT ABOUT OUR SAFETY, HAVE YOU CONSIDER IT THEN,AND WHAT ABOUT THOSE DRUG USERS, WE WANT SAFE AND SECURITY BEFORE YOU MAKE INCREASES, THE SEATS ARE SO NASTY, AND EVEN NOT DISINFECTED, VERY GROSS, SMELLS SO BAD AND ONE THING MORE LIGHT RAIL ALWAYS HAVE ISSUES WITH THE SCHEDULES, THEY DONT COME ON TIME EITHER DELAYED OR SUPER DELAYED</p>
<p>You would not have the problem of tapping off if you had installed gates. You also would have more people paying their fares.</p>
<p>If we can afford to live close to downtown, we can pay more to supplement those making less and living further out.</p>
<p>Number of users only go one or two stops instead of the whole length of the light rail.</p>
<p>I think fares are overpriced in general. It's still cheaper for me to drive and faster from North Beacon hill to UW area. As much as I want to commute via public transit, there is little to no advantage in doing so due to safety and cost.</p>
<p>I think it's intuitive that a longer trip costs more.</p>
<p>Keep it simple and the same fare</p>
<p>If you don't handle the disgusting light rail cars, I might stop using transit altogether.</p>
<p>If you had a really cheap 1 stop fare that would increase my paid usage by a lot, I often don't pay or don't go at all when it is only 1 stop away</p>
<p>Farebox recovery should not be a significant part of ST's funding model - ideally transit would be free for all, so any increase is not desirable. If you have to, you should not penalize the highest transit usage corridors and most frequent riders</p>
<p>I like distance based because if you only travel 2-3 stations, you're spending less and are encouraged to use the light rail more.</p>
<p>The flat rate would benefit people in low income brackets who live outside the main boundaries of Seattle and need to travel farther distances to engage with and access opportunities. Whereas the updated distance based rate would benefit folks with higher incomes who already live in the city and are often commuting shorter distances.</p>
<p>The link metro stations needs to be close and people only can access if they use their orca pass. I think this will help the city to control that people pay for their trip and avoid people</p>

travel free that happened all the time
For each of these two options, the price is still too high.
It makes the infrastructure easier to understand; also nobody pays anyway. Might as well charge a flat fee to bring in more \$\$
Flat fare would discourage shorter trips that would become much more expensive. Personally, I would also look into a fare zone system
The reasons I would prefer a flat rate are:  1. Tapping off is really quite annoying because you have to remember to do it and it makes leaving the station longer  2. I don't think having long distance travel be more expensive is fair to those who have to travel longer distances  3. I believe I would pay less for my transportation with a flat rate
It is shameful that you would increase fares when service is getting worse, not running on time, and the system is unsafe. The air quality is filled with narcotics and passengers are getting assaulted and you want to increase fares????? Why charge passengers more when the current travelers don't even pay, they just get on board.  Please fix the current system and prove you can operate smoothly before you ask for more money!
You need to be in turn styles. I feel that the light rail is unsafe and filthy. It is very upsetting and I avoid it if at all possible because of that. I have experienced passengers shooting up next to me and smoking drugs. I am not the only one that I know that feels strongly that turn styles need to be put in place. I also quite often hold my breath because of the stench of the homeless passengers and I have sat in pee. I am so disappointed in how it was setup.
Option one would provide better data regarding station use (especially as system expands), allowing for better planning of trips and balancing of fare brackets. Also would be easier to supply said better data to neighborhoods around stations making plans that may be impacted by ridership or capacity.
Do a flat rate, with a discount for round trip and a frequent user discount
Please install fare gates! It is extremely frustrating going broke paying for my own fare as well as subsidizing the throngs of people who refuse to pay or even follow simple public decency rules. They trash the facilities and openly smoke various substances off of tinfoil, then become violent at the lightest suggestion that they do it somewhere else that is not an enclosed space. This makes for an uninviting space and leads folks such as myself who have a vehicle and can choose other means of travel to do so. These are just a few of my observations from commuting with sound transit for the past 2 years.
Don't raise the price. Our (as in most people) income goes up and everything else goes up. Not fair.
A flat fare is easier to figure out and avoids possible overcharging when people forget to tap off.
Thank you for checking fares and if people have paid.

<p>I just feel like if you guys are trying to inflate the prices you should hire better security and cleaning staff the trains are dirty and unsafe and now y'all wanna increase the prices? That's ridiculous.</p>
<p>I think a base flat rate would make it easier for people who ride occasionally or tourists to understand, as the tap on tap off confuses a lot of folks</p>
<p>I think flat fares is just going to make the system so much easier to understand for the rider that is not a regular, such as tourists.</p>
<p>Rate needs to be constant with normal bus fare. If you want to get ridership you need to keep rates at the same across the board. If rates are higher then this then people will look at other options. Also you need to make people aware of the difference rates at each station better.</p>
<p>I mainly use lightrail for short distance or to airport, charging a flat rate (unless it's \$3) would make me less likely to ride lightrail the short distances without a monthly pass</p>
<p>Currently Purchasing tickets is from terminal machines first choosing a group of destinations, then a specific destination is an unnecessary nightmare especially for tourists and infrequent users.</p>
<p>On the encouragement questions, it's not that I'm not sure. It's that I'm neither more nor less likely to use LLR as a result.</p>
<p>It seems to work in other locations, like the Bay Area.</p>
<p>There should be card readers on the platforms. If the elevator doors open just as I arrive at a station. Do I swipe my card and miss the elevator?</p> <p>If there were turnstiles at entrances more riders might be inspired to swipe a card.</p> <p>Why can't the broken elevators be repaired sooner?</p> <p>Hard plastic seats would be easier to clean than the cheap absorbent cloth ones.</p>
<p>Flat fare would be extremely unaffordable for people who use the light rail everyday to get to work. Distance based is better</p>
<p>Personally, I think a distance-based fare and flat fare are both stupid. Flat rate is inequitable, distance-based is too complex. Just adopt The Urbanist's zone-based fare approach. <a href="https://www.theurbanist.org/2023/09/27/sound-transit-weighs-two-link-fare-reforms-but-a-third-is-needed/">https://www.theurbanist.org/2023/09/27/sound-transit-weighs-two-link-fare-reforms-but-a-third-is-needed/</a></p>
<p>I just don't want to be charged the highest amount of I forget to tap off in Option 2.</p>
<p>Fares are inequitable in their nature. Those who use public transit the most are oft those who work hardest yet have the least. Our lack of income tax in Washington state is regressive and puts the overwhelming majority of the burden on the general population while rich get to flourish. Fares should be abolished. For king county metro only 15% of the budget is made by fares, and likely the same for link light rail. Abolishing fares and creating an income tax that funds public transportation would be leagues better than a fare increase.</p>
<p>I sometimes forget to tap off, which results in a hirer charge. I like the idea of just one tap!</p>
<p>Flat fare should still have an income based program</p>
<p>Get your security people to get the homeless sleeping people OFF the train!!!</p>
<p>Please get the state and county and city to fully fund the system so we can get rid of fares entirely. Fares are costly to the people who rely on public transportation the most. There's no need for our transit system to "pay for itself". We could go no-fare with a shift in thinking about the budget for a public good. Let's move forward into a more mature and equitable future without fares.</p>

<p>Install turnstiles so people don't "forget" to pay when they arrive and leave the light rail stations. If people only need to ride the link a couple stops they should not be required to pay the larger amount</p>
<p>I live within walking distance of Northgate and frequently take it on personal errands to Roosevelt and Cap Hill (in addition to employer-subsidized trips downtown during the baseball season). A new flat rate would penalize me for my short personal trips. I am 62, of modest income, without a car—so affordability is important. I also don't mind paying more for my occasional trips to the airport.</p>
<p>Is an airport surcharge being considered?</p>
<p>If you go with raising everyone's fare it's only fair that you actually enforce those who refuse to pay. Warnings are great but time and time again it's the same people who are told to not do it again. If there's no enforcement/no big reason to pay people are going to take advantage and sometimes it feels like it's on the rest of us to cover fares for those who don't ie raising fare prices and making it so you have to pay to park.</p>
<p>Public transit, specifically commuter train travel is integral to the vitality of the city. Please consider transit oriented developments to increase the value of ridership to the current residents of future stations and decrease the usage of motor vehicles and need for parking. TODs put some of the financial burden on developers as well.</p>
<p>I think fares should stay the same based on distance.</p>
<p>No</p>
<p>You are going to price people out—particularly of short distance trips. Round trip for my partner and I is \$14+. When you start talking paying more than that the convenience and equal or less cost of using my car is going to win. Which goes against the idea of getting cars off the road.</p>
<p>NA</p>
<p>PLEASE get more conductors and allow all-night return from the south. your "last train to northgate at 12:13am" policy clashes with southern businesses refusing to let workers out before that time. i am not able to feel job security because i can't drive and had to negotiate an accomodation with work to be let out before the shift ends so i'm not stranded overnight, and even then on holidays i have to fear whether the one bus you have left going north that late will go anywhere near a familiar place i can make it home from - it recently changed its route to not involve my area at all, and it is terrifying to suddenly not know for sure where you're going after 12am. one of my coworkers wasn't able to talk them into an accomodation and he has to spend hours walking home every night. every time my coworkers who have cars expect to be sent home earlier than shift usually ends, they go to work by train, not their cars - they don't *choose* to pay for gas instead of fare, they are made to because they can't rely on late-night returns to the north. in the winter when turnover rate was high, 3 people ended up quitting by the next day after finding out they couldn't leave work before the train stops going north. one tried to stick it out a couple days by biking home but just couldn't keep it up. this policy is preventing people who would use the train for commute from feeling like they can do so, and limits the employment options of people who can't drive.</p>
<p>What about a zone based fare like they have in Vancouver?</p>
<p>Best option and the buttons didn't work</p>
<p>A simple flat fare with a simple monthly pass would be ideal. Work provides me with a \$100/month stipend so being able to pay for an unlimited month pass for the light rail would make budgeting much easier. As it is, I have put extra money on my e-purse just so I can tap on without seeing "insufficient funds"</p>
<p>I think you have to figure out how to get folks to pay for their rides as well as what the price is going to be.</p>

<p>I don't think folks who have to travel further (especially for commuting between work and home) should have to pay more. It would disproportionately affect BIPOC families living outside of city limits who come in towards the city to work. I answered this question based on when I had to pay cash for my rides. I am willing to "pay more" even though I only travel a short distance because I believe this is this type of equity-based solution to how lower income folks have been pushed out of the city. (I just started a new job and now have a work-subsidized free orca card. It is worth its weight in gold. Thank you!)</p>
<p>Current machines don't allow a "cancel" tap-off at the same station. I've wanted to do that when realizing I forgot something at home and had to leave the station after tapping on, or when a delay or service interruption has caused me to change modes to Metro or otherwise. That's my only personal complaint about the tap-off system.</p>
<p>Mejor sería tener una tarifa fija para aquellos que no calificamos en el descuento del bus.</p>
<p>A distance-based fare is a common sense approach, however until ALL riders pay to use light rail, those of us that pay are subsidizing those that do not pay and that is UNFAIR</p>
<p>Make public transportation free. My taxes pay you numbskulls plenty.</p>
<p>Distance based can be biased for those who rely on this transit the most (i.e. those who come from further away). Distance based is also harder to gauge the exact amount you'll need to pay which is an important insight to have if you only have limited funds.</p>
<p>Fare enforcement please! Stricter fare enforcement would substantially increase revenue for sound transit</p>
<p>Give some serious consideration to identifying a new revenue source and just getting rid of fares.</p>
<p>Investments should be put on ticket enforcement, better gate system. Too many people hop on without payment and that's why you don't get enough money. However price increased, only self-disciplined people suffer. This is unfair.</p>
<p>Discounted round trip fares vs single trip fares</p>
<p>Flat rate is not equal. I pay the same as someone who goes further then I do.</p>
<p>For the distance-based fare, I think having more tap on and off locations would help. One of the light rail stations I frequently use is the University Street Station and the only opportunity for me to tap on it before I get to the platform, and when I am running for the train, I miss my opportunity to tap on, in short would be nice to have a tap on structure on the platform. Not sure why it was removed.</p>
<p>Most subway systems that I've encountered have blocked entry so that you must tap in order to enter and to leave. This would increase safety and reduce over charging people who forget to tap on exit.</p>
<p>I often ride only 2 or 3 stops, get off, and then back on for another couple stops. Paying a higher flat rate would make me reconsider sound transit as a quick and easy way to get around the city.</p>
<p>Raising fares will result in a decrease in ridership</p>
<p>eliminating tap-off would be huge, especially during events and preventing people from overpaying. Let's make transit as simple as possible!</p>
<p>Daily pass and monthly pass with discounted rate will also encourage the riders to use.</p>
<p>Is not justified that an individual has to pay extra for the sake of new flat rate</p>
<p>The flat fare is more in line with other systems across the county and will make pricing simpler like the bus fares.</p>

<p>Flat fare rates are more equitable since housing prices are lower the further you move away from the city center. So lower-income folks have to travel longer distances, but currently also end up paying more because of the distance-based structure.</p>
<p>The only thing I can think of is that a lot of people right now don't understand that they should tap off or else they get charged the highest fare anyway. So while I think doing an updated distance-based fare might be more affordable and feel "fairer" to folks, I think there will be a lot of people who get charged the highest fare anyway.</p>
<p>A lot of people don't tap when they get off the trains since they think it double charges</p>
<p>Take the homeless off the trains. There needs to be more of an effort to clean the train up. I'll pay \$5 every time I read if it's a clean safe ride. The deterrence is the safety and cleanliness for riders, not the cost.</p>
<p>Rates are already super high compared to other large metro cities in the US. Wasn't raising car tabs supposed to fund the light rail? This would make me want to drive more because I'm already paying such high car registration fees.</p>
<p>I use the Link to commute mostly, but enjoy being able to use it to get to other parts of the city after work or over the course of a day hanging out in the city. The proposed cost of the flat fare at \$3.50 within the city proper would change my non-commuting Link use habits</p>
<p>I think it could be helpful to consider the addition of a fare cap/max as well. I know of other systems that do this and it encourages ridership. The two options presented above are okay, but I would be interested to know who they disadvantage vs benefit. For example, tapping off seems a reasonable ask if it means folks who need a lower fare for one stop-travel can get it.</p>
<p>Even \$2.50 is too much for short-distance rides. When speaking about riders paying full-fares, transit is competing with cars. Don't let fares be a reason potential riders choose to drive short distances over using transit.</p>
<p>Issue with distance -based fare: card-tapping machines often have issues/down and don't charge your card the right amount.</p>
<p>Flat fare is easy to understand but could also encourage fare evasion if you're only going one or two stops away.</p>
<p>One tap "on" is definitely easier than also trying to tap "off" especially in busy areas or times. I don't think the price will make or break my use of it as the convenience is the draw for me.</p>
<p>It should be free. Nobody should be paying for this at allm raise taxes and allocate money to public transportation.</p>
<p>I do not have any comments at this time.</p>
<p>I guess out of the two the flat fee would be better. Just so the price isn't fluctuating so much. With someone who doesn't qualify for or Lyft or other affordable options, it would be nice for the fares to be cheaper because it adds up to so much in a week.</p>
<p>I can afford both options but I don't depend on the light rail to commute on a regular basis. It is important to me that the pricing is fair and transparent and doesn't overburden people on low income.</p>
<p>To be fair to all riders tickets or orca cards be checked consistently and people with out tickets be persecuted</p>
<p>You should consider Zone based fares as an easier to understand alternative to distance. It would also be useful to implement daily, weekly, or monthly transit maximum spend similar to Trimet in Portland.</p>

<p>Enacting a flat fare would make it simple and easy for everyone to understand and use. Further I think this is the most equitable option as LRT extensions have primarily focused on high income zip codes into east county and north while poorer south king county and pierce county have gone greatly underserved having only received a 2 mile extension of the t-line ( a streetcar) in 20 years. Light rail service won't even reach downtown Tacoma with riders having to transfer to the T line streetcar which operates in mixed traffic only reaching top speeds of 18 miles per hour with service every 12 minutes; that is transit inequity case in point. The fact that Pierce county residents are now being asked to start paying for this subpar service is a shame as the county has historically held the majority of Puget Sound's people of color &amp; blue collar working class.</p>
<p>I have lived in Mexico City which has a flat fare for a 12 line metro system and it encourages more ridership clearly with its simplicity. There's no calculating fares or doodling at the ticket machines going over a fare chart and backing up the line. People know it's the same amount and they simply get on and go. Tiered pricing is cumbersome and will add to further delay and a more daunting experience. These days you can't even get a pack of gum for under 4 dollars, so the agency has some leverage.</p>
<p>Cost of the monthly pass with a flat rate.</p>
<p>Fare increase are unnecessary if you actually enforced people paying fares. Every time I use light rail I am the only person actually tapping my card to be charged. It is ridiculous and infuriating to increase the fares for those of us actually paying while all the other riders are not paying. When I start seeing people dragged off the light rail for fare evasion as a common occurrence, then you we can discuss my approval of fare increases.</p>
<p>This subsidizes riders who typically travel the longest distances and may discourage self-paying riders using light rail for short distances versus ride share or taxi.</p>
<p>Leave it how it is. No pay for parking. Payment based on distance travelled.</p>
<p>I ride most work days. If you would actually collect fares you wouldn't have to raise the prices in the first place. So many freeloaders EVERY DAY. It is discouraging for most of us who pay every day. And don't say it doesn't happen. I see it every single day.</p>
<p>Consider capacity and managing ridership given your constraints over the next few years.</p>
<p>It's important to me that people who use transit services help cover their cost. Distance-based fares reflect the added wear and tear that longer rides incur on the system. If a compromise is necessary, perhaps the fee per mile could decrease for the longest rides.</p>
<p>Flat fare makes more sense and feels more modern</p>
<p>Regardless of fair structure, please ensure all riders are tapping on and paying a fair for their trip. Future fair increases may be reduced or not required if all riders are required to pay for their trip.</p>
<p>I would expect a flat fee of \$3-3.75 would discourage people from using the Link for short trips, which will increase use of cars/car shares thereby increasing road traffic and emissions.</p>
<p>All fares should be free. Fares don't provide substantial revenue and many passengers, even those that can afford to pay them, don't pay their fares.</p>
<p>This should be completely free and paid for by billionaires that pay little to no income tax.</p>
<p>Please install turnstiles</p>
<p>Flat rate seems</p>
<p>All day pass</p>

<p>If you have to “tap on” either way, distance-based is much more equitable, and will also raise more from people who can spend more (those who go to the airport, those who go to Redmond and other suburbs).</p>
<p>Why not both</p>
<p>I currently have a pass at work so this doesn't really affect me.</p>
<p>Free</p>
<p>If you travel further, you should need to pay more for the service.</p>
<p>Union so public transit is free and this would not impact me or my usage</p>
<p>Make turnstiles to enforce fare payment</p>
<p>The extra Scan when you get off the train is often difficult because of crowds.</p>
<p>compared to rising gas prices transit will always be affordable but, keep in consideration that people will be more likely to not purchase tickets.</p>
<p>Tapping off is a pain and sometimes it doesn't register. Lots of flaws</p>
<p>I feel like the tap on and tap off feature is really flawed especially considering youll grt charged the most amount just if you forget it seems really ridiculous. I commute from seven stops so if a .50 charge per stop is put in i would be paying 3.50 then 2.50 for my other bus i have to take after I get off. In total id have to pay 6 dollars for one way and i forget to tap off then thats made even worse. Having the flat rate be just 3 is very appealing and affordable.</p>
<p>People still aren't going to pay. The more you increase the more people will skip. Especially if you have a flat fee.</p>
<p>The rates for either choice are cost prohibitive for our economically challenged neighbors. I would love to see an option for discounted fare passes based on income. Public transportation is often the only option for low-income families and there need to be ways to make it accessible for them.</p>
<p>Fare increases are a regressive tax on a public service, we should be working to eliminate fares instead of nickel and diming.</p>
<p>Distance-based is extremely regressive as low income people who can only afford to live farther away from the city need to pay more to use the light rail, especially if they don't qualify for LIFT. An affordable flat rate of \$3 would encourage ridership across the region and would be a great incentive to explore the neighborhoods accessible by light rail, similar to New York's flat-rate subway fee</p>
<p>Maybe instead of raising rates we should be focusing on having people actually pay? The current system is horribly inefficient and the few times a year I actually see fare "ambassadors" people can just ignore them until they get off.</p>
<p>I use the “Transit Go” app, it doesn't “tap”. You prepay for each trip. I like this option, which is different from the two presented.</p>
<p>Even better, install turnstiles and have more fair enforcement. Then a fair increase would be needed less.</p>
<p>I wish Dara fares were enforced. It's demoralizing to pay every time knowing that people are boarding the light rail regularly without payment. These fare increases feel like subsidizing non payers.</p>
<p>I prefer the distance based fares but the base fare should be lowered to \$2.00</p>
<p>Current fare is expensive enough.. and you charged insanely high RTA tax to build the train for many year from car owner when they are renewing tabs. Although my company provides unlimited orca card to me, I still think increasing the fare is too much for people. You are encouraging people to skip buying tickets in the long run...</p>
<p>Enforce these fares with the people who camp out for multiple rides and leave trash all over.</p>

<p>Stop raising rates for the commuters.</p>
<p>More important than the fares is making sure people pay to ride. Most major cities (NYC, Paris, London, Washington, DC) require people to pay by having turnstiles or other entry/barrier systems. Seattle should implement a system that physically requires people to pay. Those who cannot afford to pay can apply for a reduced fare card.</p>
<p>You need to enforce fare payment as it was done before the pandemic, without fare ambassadors. Based on my observations, people who refuse to pay simply ignore the ambassadors. Additionally, these ambassadors can't remove people from the train as was possible when we had fare enforcement patrols. By reinstating such patrols, there would be no need to increase fares, and rider security would improve at the same time.</p>
<p>People who can afford to live in the city center and take short rides do not need a discount. People who live outside the city and have to come through or into the city center should not be penalized. Take a cue from major metro transit systems like NYC. Flat fare, no swipe-out systems are easy to use and faster.</p>
<p>I think ST's 85% pay for riding is wishful thinking. More like 40%, if that. I witness (rarely) transit authorities that give non-paying riders a "you really should of paid warning" &amp; that's it. No wonder they continue to ride free. Very few paid fare for the crowded hydro races. Solve that with turn stiles like all the other major metropolitans. I don't agree with any increases in fares, I believe in all adults riding pay their fare. I am absolutely sure that flat rates will discourage ridership, it will for me.</p>
<p>I would like to see MUCH better enforcement of what ever fare option is approved. I see a LOT of individuals not using badge to get on or badge once existing. People using light rail need to pay to use light rail. Much focus should be directed to enforcement and then perhaps fare increases for those paying would not need to be raised.</p>
<p>Has there been an equity analysis? Do low-income and BIPOC communities live further away and have to commute longer distances for work?</p>
<p>I think it would make sense to do a flat rate to remove tap off, but not at an increased price. It seems to me that transit should get it increased revenue from taxes and creating a system that gets more people riding (more revenue from getting more people on each trip), and not from fare increases. I think the fare is already pricey for commuting or consistent use and high cost (combined with lack of consistency/ease of use) are often reasons that many people I know don't use the transit system.</p>
<p>Flat fee saves time by reducing bottle neck at scanners when leaving the station and is easier to understand and explain to new transit users and those that make infrequent trips. It would also improve fare enforcement by eliminated the chance of a mis-tap while transferring.</p>
<p>"Flat fares mean that short trips will be more expensive and longer distance trips will be cheaper" &amp;lt;--this statement is incomplete. if it is a flat far it is neither cheaper or more expensive for a short or long trip. it's one price. it is not ST's job to worry about people's budgeting skills. someone can easily budget the maximum amount and if they get off and responsibly tap off then they saved money. if i have to pay full fare to go one stop, i might as well drive or walk or have fun on a rental scooter.</p>
<p>Flat fares would strongly discourage trips within the densest areas of Seattle. While it wouldn't effect me personally since I have an employer-provided ORCA card, I think flat fares would encourage more people to just not pay since it feels unfair to pay the full price to go only a few stops on such a long line. However, there should be more signage explaining to people that they need to tap on and off.</p>
<p>It would be amazing if you actually enforced fare collection so that they system works. I would ride the light rail more if it was safe from drug users and criminals who hop on and off</p>

without paying. If there is no fare enforcement, why should I pay either?

Flat-rate will simplify an increasingly complex system as more lines and tunnels come online over the coming decades. Also flat-rate fares will simplify the experience for visiting tourists using SeaTac Airport and reduce traffic on both I5 and the rental car facility

Your problem is that NO ONE PAYS. Just ADD FARE GATES. Raising fares only penalizes the few people who do the right thing and pay.

Fare enforcement/transit ambassadors in Seattle do NOTHING so fare evasion happens on their watch as well. The payment system is extremely confusing and I have had trouble finding the tap locations in the past.

I also had no idea link payment was currently distance based- that's how confusing the entire system is. It would need improved signage and multiple multisensory reminders to work given that distance based systems are rare elsewhere throughout the puget sound and the country at large. As it stands such a system is completely inaccessible to individuals with cognitive or developmental disabilities, tourists, and new local users. And since it is so confusing, people just don't pay.

But I am a daily rider of transit with this fare system (swift) and cannot emphasize enough how NO ONE PAYS under the honor based system- I could count on one hand the number of times ive seen someone pay for the bus in the past year of riding 2x/day plus weekends.

Additionally, when nearly everyone qualifies for a reduced fare of some kind the only people fare increases really hurt are the middle classes who have already been hit hard by inflation. I'm talking income just too high to be low income/qualify for assistance but nowhere near high enough to be financially secure.

But the TL;DR is I HAVE NEVER SEEN SOMEONE PAY FOR THE LINK IN MY ENTIRE LIFE. ACTUALLY ENFORCE FARES if you need revenue or just petition for the funding to make it free because from what I'm seeing for the majority of riders it already is (due to fare evasion). Fare increases only hurt those with moral integrity who may already be on tight budgets.

I am not opposed to fare increases, just not until fare evasion is appropriately addressed. Increasing fares when no one pays will do nothing to increase your revenue and everything to hurt the pockets of honest riders.

<p>There should be turnstiles that you tap through to get to train and when you get off you go through the turnstile to tap out. That is how it is done all over Europe. It is not complex. You can't forget or you can't get out of the station. Using Apple pay or a credit card to tap in and off would be great as well as a max charge per day, say \$8.</p>
<p>You will need a higher quality of service before you start charging a flat rate for riding Link,</p>
<p>N/a</p>
<p>I use the link somewhat frequently but when I have visitors the tap on tap off and different fares confuse people. Would like just flat fares to make it easier for everyone to understand how much fares are and make a simpler transaction for all parties</p>
<p>Before considering updating fare prices consider actually enforcing riders to pay for light rail. The majority of sports fans who use light rail do not pay going to and from games.</p>
<p>It would discourage me from taking shorter trips with light rail. It penalizes Seattle core residents.</p>
<p>I often take the light rail one or stops instead of driving somewhere. This would make driving look more appealing.</p>
<p>Whatever is chosen needs to be reasonable otherwise the taxpayers that paid for it already won't continue to use it. I will drive downtown.</p>
<p>Nothing would encourage me to use Link Light Rail more often, I use it when it is the best option.</p>
<p>Its \$2.50 in Chicago and they have a \$5.00 for a day pass. I'd prefer to pay \$5.00 per day and take my chances that I'd use it twice.</p>
<p>Flat rate incentivizes living further outside the city and makes it more affordable for those who have been priced out of downtown to get to the city to work. That makes a small increase for downtown local travel worth it, in my opinion.</p>
<p>I believe a 3rd Zone based option should be considered. I also feel that measures need to be put in place that secures fares from all riders rather than the honesty system.</p>
<p>Flat fare seems to benefit those who can't afford to live right in Seattle and perhaps have to commute farther than others. I like that a lot.</p>
<p>I would use the Seattle city limits as a boundary for distance-based fare, like with Metro busses in the 1980s and 1990s. Maybe add an extra fare for trips beginning in Snohomish County and ending in Pierce County, and vice-versa.</p>
<p>It is difficult to find locations to tap off, leading to doubling back after having almost left the station. Very frustrating</p>
<p>Doing a flat fee system is like having a regressive tax. You cannot have south Seattle lower-income residents subsidizing trips taken by wealthier suburbanites using park &amp; ride.</p>
<p>Once the Lynwood station is open I will be commuting from the Lynwood station to the International District station for work. I would rather pay a flat rate and not worrying about tapping off. A flat rate of \$3 to \$3.75 would also be a savings for me from my Community Transit bus fare from Bothell to Seattle.</p>
<p>Eliminating the need to Tap Off will make it easier for visitors to use the system correctly and to budget for transit.</p>
<p>I think a flat fare is definitely easier to understand. Additionally, to ease some of the burden of a possible transition, it's worth noting that a lot of people don't know they have to tap off so they end up getting charged the full fare - so for those riders, this will likely be cheaper! Also we should definitely keep the 2-hour transfer with a flat fare.</p>

<p>Flat rate fares are simpler for the public but do not allocate cost vs value received from the services provided. The distance based fare is a more fair fare structure that closely associates the cost of the trip with the fare. I prefer the distance based fare for this reason, but the tap on tap off requirement will create some customer service problems for Sound Transit and confuse / frustrate some riders, requiring additional marketing and outreach and customer support. In the end, given the high cost of goods due to inflation and the reduced buying power of incomes, trying to hold fares below \$3 for flat rate options and as low as possible for point to point fares is recommended.</p>
<p>make flat fare \$2.75 like king county metro</p>
<p>Monthly fares should be considered when designing passes. Hopefully the puget pass will be able to rectify any loss of potential budget but also maintain a fair structure for those making frequent trips.</p>
<p>I have no issues with the current distance based system and I think it would save me a bit of money over the new option. However, the current fares are low enough that I consider time more than cost when making commuting decisions.</p>
<p>Neither options seems geared toward affordability or encouraging increased community use, rather covering costs of expansion. If you price people out while expanding to an even larger and more costly system, you'll always chase fares. Wealthier off people aren't the core transit user</p>
<p>Our station infrastructure is so poor that simplifying any piece of it would be awesome! There is no signage explaining tap on/tap off - there's no way for tourists or visitors to easily understand what's happening - and in our long narrow stations, the tap off stations create pinch points for leaving the stations with only two readers and long register times for the taps.</p>
<p>The agency has already spent a massive amount of money in signage and other education efforts "training" riders to tap on and off. Changing this now seems like it would be a logistical nightmare, actually introduce more confusion, and require a lot of costly infrastructure and material updates. Since many of our riders in future years may be traveling across multiple counties and some may only travel short distances, the flat fare seems like a financial deterrent to short trips, ultimately costing short-distance riders more money and potentially reducing ridership for short-term distances. This would also cause inequity, with longer-distance (potentially wealthy) commuters getting a discount that shorter-distance (potentially less wealthy) local riders being penalized to subsidize.</p>
<p>flat fares are easier to understand, don't require tapping off, and makes it easier for planning costs of trips</p>
<p>Using public transit should be free in the same way that visiting a city park is free. Every cost and inconvenience to transit riders is a barrier to the success of widespread transit usage. There are too many sources of ST funding to pretend that the fare box is the best option for increasing revenue.</p>
<p>In the future, we should transition to employer taxes and tourism taxes instead of per-ride fares.</p>
<p>Less money is more riders who actually pay</p>
<p>Before you change fares, they should be collected from all passengers.</p>
<p>Do you provide a senior rate?</p>
<p>Quit assuming people are too stupid to tap their damn cards when they get off the train! You screwed Renton residents with the light rail system ... the bus is faster</p>

<p>Most other places around the world use distance based. Make short trips cheaper so people will use it especially for trips within downtown areas of Bellevue/Redmond and Seattle rather than driving. It would cost me a lot more over time if I were charge the same amount as those travelling significantly further than me</p>
<p>This is a coatly diaincentive for using transit</p>
<p>Over \$4 is too expensive for a daily commute with an employer who doesn't subsidize public transportation.</p>
<p>Travel between downtown stations should be free.</p>
<p>It doesn't matter if you charge \$.05 or \$50,000, I'm not paying until you begin REAL fare enforcement. Today's yellow hat, hands-off approach is a joke. I pay between \$500-\$1000 per year towards RTA, and yet you want me to pay more while doing no fare enforcement? Forget it. If approached by a yellow hat, I will simply refuse to answer any question. Good luck in meeting your fare revenue targets. Everyone I know agrees and is doing the same. Start paying attention to tax-paying, law-abiding citizens instead of the fringe special interests.</p>
<p>The more fares increase, the more likely to drive I am.</p>
<p>Turnstiles and fencing should be installed at all current and future stations. It doesn't matter how much you raise fares when only one out of ten passengers pay them. This would also improve safety by stopping homeless drug addicts from using the light rail as free shelter.</p>
<p>I'm much more likely to take the light rail shorter distances instead of driving when it's cheaper than the bus</p>
<p>I will start paying when you have Fair enforcement like literally every other light rail system in the world and I've traveled to 70 countries. Nobody's paying!!! Do something!!!! bring back Fair enforcement officers</p>
<p>Since car trips are usually very short I hope that this would encourage shorter trips to be taken via transit, which will help decrease pollution and congestion in the city.</p>
<p>Please please please go flat rate. With an open system that lacks turnstiles it is far too easy to forget to tap off. This would also make the app easier to use and eliminate the start/stop stations I have to select three levels deep in a menu</p>
<p>I forgot to buy a ticket once and I'm really sorry</p>
<p>Would there still be transfers? The train vs. bus fare is going to be weird.</p>
<p>I prefer buses. Keep the 73!!!</p>
<p>Every other city uses flat rate fares!</p>
<p>This probably won't affect me at all either way since my employer pays 100% of my Business Passport card. That said, I hate the idea of rate increases that will disproportionately affect people who are already struggling. As it becomes more and more expensive to live close to work in Seattle, I think it's vital to maintain subsidies so that people whose employers *don't* pay for their transit can still afford to get to work. I think it's worth studying which demographic groups are likely to pay more under one system or the other, and to strive to minimize the impacts on folks living in the poorest neighborhoods.</p>
<p>this would discourage ridership in between closeby destination like pioneer square and Capitol Hill for example</p>

<p>I like being able to pay by distance. This should be available on buses as well, as it's expensive to pay \$3.00 to take the bus uphill one stop when I have groceries. I usually only take the light rail 1-2 stops. I shouldn't have to pay full fare. The light rail should not raise prices as it is too expensive and lots of people don't pay anyway. If you aren't getting enough money, you should get people to pay or make it free and raise taxes. It should not cost me more to take transit then it does to drive and park.</p>
<p>Distance based charges are the most equitable option. It's only fair that those that ride the light rail longer distances pay more for the travel</p>
<p>It is very unlikely that people will be taking the line the full distance from Federal Way to Lynnwood so using a flat fare penalizes people for taking shorter distances when these are exactly the type of trips that people use for work or getting around.</p>
<p>The fare should be related to distance. Why should someone traveling only 2 miles subsidize someone traveling 20 miles. Fares should be fair!!!!!!</p>
<p>How would you enforce payment from people who use flat fare?</p>
<p>fare changes are not likely to change my Link ridership</p>
<p>Not having to tap off and the easiest to understand fares are best for the general public.</p>
<p>Splitting the region into zones and then charging based on zones traveled would be more equitable than a flat fare.</p>
<p>I would like to keep small, short rides in the city more affordable than the giant subsidized "daily commute" rides from outlying suburbia.</p>
<p>I might be more inclined to support a flat rate option if it included adding infrastructure at all stations that made it difficult to ride Link light rail without paying. As is, I've noticed that a SIGNIFICANT number of riders don't bother to pay the required fare. The result being that Sound Transit struggles to maintain an appropriate level of fare income to support operations, thus adding additional pressure to balance the shortfall by leaning on those who do pay. This results in a de facto penalty for riders who obey the law, and a de facto reward for those who break the law. Why should riders who follow the law be expected to shoulder the cost of increased fares when no serious effort is made to hold scofflaws responsible for paying fares?</p>
<p>Sound Transit does a terrible job of managing money. I want my RTA tax reduced.</p>
<p>Distance based fares are very common with subways and in international cities. They logically charge you more for the further you travel. That does not necessarily mean that your average Seattle based person would find it intuitive - which is why a flat rate may be the best option for our region.</p>
<p>Good luck!</p>
<p>I don't have strong feelings one way or another. I slightly prefer the flat fare rate, as it's simpler and I won't have to worry about tapping off, which makes busy transit rides easier (e.g. coming home from a late Mariners game).</p>
<p>Zone-based fares aren't being considered, but they offer the best of both worlds.</p>
<p>Sound Transit should work toward a goal of free fares for all.</p>
<p>Please implement a turnstile or other mistake-proof way to enforce fares. You should not have to increase fares for your paying customers if you actually enforced payment for all customers.</p>
<p>Tapping off can be hard to remember! Flat fare eliminates that issue of forgetting and being charged more.</p>
<p>People who travel a longer distance use more of public transportation's resources and therefore should pay more. Let's not cater to a second-grade level of literacy and</p>

<p>understanding while penalizing people who use fewer resources.</p>
<p>Flat fare especially now that the link is covering more distance not only is an incredibly stupid idea but discourages people from riding. Why would I take the rail through downtown for twice the price of the bus, when I could just take the bus? Every other transit system in the world you pay for distance traveled.</p>
<p>Flat rate screws people close and trying to use transit.</p>
<p>Won't get on ST3 bc Issaquah station is slated to be done in like 20 years. Just crazy</p>
<p>Zone based like London would be best and fairer, and like London, it would be much easier if a 'tap and go' credit card could be used as payment on trains and buses. It makes no sense to use a credit card to load the Orca card but not allow the credit card at point of sale, skip the extra step!</p>
<p>From a customer perspective, a longer trip costs me more time, but shouldn't also cost me more money. I appreciate this public service, and think we can all pay to use it, but let's not make it more complicated. Sound Transit also offers free or subsidized fares for lots of different types of riders. This "new flat rate" may also encourage people to walk or bike for shorter trips, which is great for our city's health too.</p>
<p>I think either change is minor and acceptable. My question is why there aren't gates or turnstiles for entry onto the Link, like every other major transit option in other cities/countries. Based on what I see in my daily commute, only 1 in 5 people (conservatively) are paying any fair by buying a ticket or tapping on/off. I'm sure there are other factors at play, but this seems like a no brainer to capture more fare income.</p>
<p>Na</p>
<p>The penalty for forgetting to tap off seems especially punitive, I would rather we recoup those costs elsewhere.</p>
<p>Both options seem affordable, the flat rate benefits riders like myself that usually take the Link longer distances such as from Northgate to Stadium or Seatac stations. I currently use the Link for sporting events or the airport but once the Mountlake Station opens it will be significantly more useful for my family. I also like the flat rate because it is simple and removes the penalty for forgetting to tap off.</p>
<p>For the last question of "encouraging me to use light rail more often" neither option will achieve that as both are price increases. As a user of public transit and a multi-vehicle household I would be in favor of funding light rail (and all public transit) via increased car tabs instead of increases in transit fares (or even making public transit 100% free. Decreasing cost while increasing service quality (safety, number of routes, reducing wait times) will increase ridership.</p>
<p>Any discussions on fares are somewhat meaningless from the start due to the "honor system" based fare payment system. Until fare enforcement is taken seriously, many will continue to ride for free on the backs of those who actually pay their fares.</p>
<p>I like the option of not having to "tap off" when exiting the train on a crowded station. I feel like I am the target for crime when taking out my wallet in an environment like that.</p>
<p>I think charging for parking is a horrible idea and further disenfranchises the people who need the most help.</p>
<p>I always forget to tap off anyhow, so making it a flat fee is a great idea. Increasing the cost to \$4.50 is a lot, though. \$3.50 a ride sounds reasonable.</p>

<p>Flat fares make the most sense to avoid confusion and to make it equitable for folks travelling longer distances to the city.</p>
<p>I don't think people who live in dense areas and are more likely to be renters should be subsidizing high-income home-owners in the suburbs. Fares should be distance-based. It requires so much more infrastructure per capita to bring transit to low density areas, this should be reflected in the fare structure. Tickets for low-income riders can be subsidized to make sure people who have been displaced by high housing costs are not burdened.</p>
<p>We also need fare gates or at least better signage to make sure everyone just pays for the trip length they take. It took me weeks to figure out that I have to tap-off. This is very misleading and unfair, because non-native speakers and people who are less informed are more likely to not know how to navigate the fare structure and pay more.</p>
<p>Highly prefer a base flat of \$3, if we reach BART-level of costs, it will just further encourage people to skip paying.</p>
<p>It will be a shift for a flat rate fare, but I think about New York MTA Subway - the ease of use AND the reach that the subway has. As the light rail expands, a distance based fare will be harder to comprehend. KC Metro Buses are single fare.</p>
<p>It would be nice to be able to utilize tap-to-pay or an app to pay.</p>
<p>Higher fares please! The system needs more money to operate better, not cheaper fares.</p>
<p>I would like sound transit to study Zoned Based fares. Distance based fares disproportionately affect people travelling long distances to work who might otherwise drive if the price is too high while flat fares can hurt people travelling a short distance to work. As the system expands and people use the system more and more for trips other than commuting a zoned based fare will allow people to use the light rail system for local and regional trips more cost effectively.</p>
<p>I don't see that it will make much difference since fares aren't enforced anyway. I often feel like a sucker for paying at all.</p>
<p>Do not jump to \$3.50 flat fee - that is too big a change from \$2.50</p>
<p>In my opinion, the bigger issue for obtaining more revenue is a system that requires everyone to pay. I see very few people tapping. They just walk on the trains there's your new revenue</p>
<p>You would have to pay me to get anywhere near the crime ridden, drug infested sound transit system.</p>
<p>We are already paying an enormous amount to have this "service". Please make the usage affordable so that it encourages a reduction in the impossible to maneuver congested freeways!</p>
<p>The flat fee strongly discourages use of light rail for shorter distances. When my husband and I travel from Beacon Hill to Columbia City, that's two stops on light rail. Give that it's already cheaper and easier for us to drive now, if fares are even higher, we're likely to choose the driving option more often. Similarly, if it's going to cost me \$7 to ride light rail downtown a few stops from my Beacon Hill home, I'm more likely to ask my husband to drop me off, if he can. Or I'll walk or ride my bike. There's logic to paying more for more use of the light rail. You can help regular commuters by offering better pricing for higher volume traveling.</p>
<p>Requiring to tap off is something a lot of people do not understand. Therefore the fare can't be calculated. Making it a flat fee and only tapping when getting on is easier and would lead to more compliance.</p>

<p>KCM simplified their fares a few years ago, getting rid of zones and peak hours. ST should follow suit. It would make purchasing tickets easier, as you wouldn't need to pick which station you were going to. The current distance-based fares are confusing and it's not clear where the fare boundaries are. As the system significantly expands, distance-based fares make less sense because there's fewer trains and stations in those segments. Most people I know with passes never tap off, leading to ST unfairly getting a higher revenue split. It would actually be nice if passholders don't have to tap at all -- just base revenue splits on a sampling of ORCA card reads by Fare Ambassadors. Having recently visited Berlin, it was wild that the various transit agencies (BVG, DB, and other regional rails) somehow figured out how to do fare apportionment on region-wide tickets with only a proof-of-payment system with paper tickets -- no taps required.</p>
<p>Flat fares seem like the better option provided they do not impact discounted fare rates (because low-income households are more likely to rely on short trips). Note that my experience is based on when I heavily relied on buses and link light rail from 2014-2019. I have not ridden mass transit since then.</p>
<p>Just build more faster!</p>
<p>I prefer the distanced based fare as it costs less for short trips. The flat rate fare will discourage short trips as it increases the cost of these trips compared to metro bus.</p>
<p>Tapping off creates a bottleneck at exits sometimes. It seems like something we could eliminate.</p>
<p>The tap on/off system is wonderful and should actually be extended to busses. For example, If I transfer from bus to Link, I would tap on add I enter the bus and then tap off as I leave the Link. The region should be split into zones and traveling within a zone is one rate, more than one zone rates go up. (FYI: Copenhagen does this)</p>
<p>Flat fare would negatively impact Rainier Valley. Why are we not considering a zone based fare option?</p>
<p>Enforce fare collection. Even if the rider is poor or BIPOC, they stiil should not be allowed to ride if they don't pay their fare.</p>
<p>Regardless of fare we need trains and buses more frequently and more train routes everywhere.</p>
<p>To me someone riding from Everett to Tacoma should pay a bit more. Philadelphia has a system with their regional rail, that is tiered on distance from Center City, and within the major subway and closer to center city zone was large and a single fare. Like UW to Stadium should be a very reasonable fare. Then anyone going to Northgate or the airport should pay a bit more. And make it easy to get a reduced fare for income reasons, and an option for say \$ 5 or \$10 per month. A fixed fare takes you anywhere for the two hour you have. Personally I see very few people tap off at Westlake.</p>
<p>Tapping off contributes to l efficient bottlenecks and people traffic at the stations, especially because the tap spots aren't well distributed.</p>
<p>Either one makes me much less likely to use light rail over driving my own vehicle.</p>
<p>To be honest I think the two even out - they would likely end up costing me about the same long term. Not having to wonder what my ride will cost and not tapping off will make riding a little easier. Other cities do one standard fare and it works just fine.</p>

<p>This increase going to improve the flawed issues?</p> <p>This increases on the fares is TO COVER FOR THE UNPAID RIDERS AND DRUG ADDICTS USE THE FACILITIES AND THE VEHICLES TO SHELTER AND USE DRUGS?!</p> <p>SOUND TRANSIT GOING TO CHANGE THE NASTY UNHEALTHY SEATS WITH THIS INCREASE OF PROFITS?</p> <p>sound transit will retrain the access to the service?</p> <p>ALL PAY ALL RIDE! see the models of the subways of other cities. You pay you ride. You don't pay walk!</p>
<p>For shorter trips, a flat-rate fare will not encourage people to ditch their car in favor of a Sound Transit bus or train. The math is very simple. I estimate that it costs about 40 cents to operate a car each additional mile (this cost does not include fixed costs such as insurance, tabs, and interest on a car loan, since those fixed costs do not increase if the vehicle is driven a few more miles). If the flat-rate fare is \$3.25, then it will be less expensive to drive a personal car for trip lengths up to eight miles. In order to encourage people to use Sound Transit instead of their personal car for shorter trips, Sound Transit's fares need to be comparable or less than driving a personal car.</p>
<p>A flat rate fare would be more equitable and increase ridership for those that live far from downtown core areas. Flat rates are simpler to monitor and for people to budget for.</p>
<p>Our communities that commute far distances to have affordable housing and work in urban centers will be harmed by distance-based pricing.</p>
<p>It would be ideal to not tap off</p>
<p>If you make the fare to and from Mt Baker &amp; Beacon Hill more than the bus fare, I will stop paying the fare because I'm not getting a more expensive pugetpass nor am I climbing up that hill. Walking down is fine; takes almost the same time as waiting for an elevator and train and then walking back to McClellan from Mt Baker.</p>
<p>Distance-based makes sense (the farther you ride, the more you pay). Flat rate will hurt folks that only travel 1 or 2 stops on a daily basis. It also seems like in general people will pay more with flat based fees. Is flat based fees supposed to make up for folks that don't pay at all?</p>
<p>Either scenario is workable with the right financial underwriting for low income and elderly riders.</p>
<p>I strongly request adding turnstiles at every station feasible. This would increase overall fare income substantially and help those that currently pay, not feel like chumps for tapping in/out when no else does.</p>
<p>It doesn't make sense to me to ride from CapHill to Westlake and pay the same price as from Everett to Seatac. Fare doesn't have to be easy as long as I can swipe my card or phone or buy it via mobile app.</p>
<p>Flat fare is equity for those priced out of Seattle. Flat fare also would end tapping off, which can be a problem.</p>
<p>Don't punish your core users - people who travel short distances within Seattle. Changing the rate to be significantly higher than a bus fare would result in some people taking the bus when the light rail would be better. This would be both bad for the rider and the network. A</p>

<p>distance based (or tier based) system makes the most sense and ensures fair pricing for all users.</p>
<p>Flat fares are bad for low-income people or folks travelling short distances. I would only use the link for longer trips if we had flat rate.</p>
<p>I'd also prefer the lowest possible fare increase; the entire link expansion plan has been delayed for YEARS because of corrupt contractors mismanaging the project - they should be the ones paying to ensure sound transit can keep the lights on, not commuters.</p>
<p>Please DO NOT RAISE FARE RATES! Most riders do not have an affordable alternative for transportation, and many are transferring to and from buses as part of their travel. The idea of an increase is outrageous because it already costs too much! The Link stations and trains are dirty, there is graffiti, safety continues to be a huge concern, overcrowding is an issue, and there isn't fare enforcement. A rate increase will cause even more riders to skip paying altogether. Sound Transit doesn't seem to care about the paying rider (low and middle class) experience, just expansion that will exacerbate all of the light rail ugliness and problems.</p>
<p>I have an employer-issued pass, so the financial side of it is less of a concern to me. I definitely think the new proposal is easier and more convenient. My only concern would be the impact it might have on lower-income riders.</p>
<p>Many riders are not going the longer distances. Flat rate punishes those of us who actually pay our fare.</p>
<p>I strongly oppose the flat fare option. This penalizes city users going short distances in order to subsidize long-distance commuters from outlying areas. As the system expands, this will become less sustainable and the inequity will become harder for Sound Transit to ignore when it costs the same to go from Issaquah to Lynnwood as it does from Capitol Hill to the UW.</p>
<p>New flat rate should be paired with fare capping on Orca for the cost of a day pass. Flat rate should also match the ST Express Bus fare, for simplicity and to provide mode-neutral fares. I suggest selecting the \$3 fare, and reducing the ST Express bus fare to \$3. The Agency should move away from fare recovery ratios, and recognize regional public transit as a public service. While many agencies in Europe have zoned fare systems, Paris has eliminated fare zones to increase equity for lower income residents who must commute from distant suburbs. Seattle has similar geographic income trends, and therefore a flat rate is more equitable.</p>
<p>It's just all too expensive and too complicated. Even low income fares are still too expensive.</p>
<p>Riders not paying for a fare is a huge issue, more than raising fares. Sound Transit would likely recover substantial funds by adding restricted access at major volume stations like Westlake, Chinatown, Northgate, U District, Husky Stadium. During sporting events fare abuse is substantial.</p>
<p>A zone-based fare would be much better than either two options, as it would allow people to save when traveling short distances within single zones while paying more traveling between zones, but would also be simpler to understand and plan than distance-based fares.</p>
<p>Distance based fares charge users more fairly based on how much they use the system. Exact to the cents calculation may be more complicated, but users know longer = costs more and the ORCA system or ticket vending machine calculates the exact fare so I don't see</p>

'easier to understand' as a valid argument.
Doesn't really matter when there's no enforcement and people can ride for free.
There's an equity issue here as folks with lower incomes are moving further away from their jobs because of housing prices. A flat rate helps subsidize transportation costs for those who live further away.
Distance based fares are internationally recognized as the model to use. Flat fee would discourage riders in the short distances. Riders who need to travel the furthest should pay by the distance and not have those who are not going short distances to pay their share! Allow subsidies for those who need assistance on the longer trips.
Public transit should be free for all riders! Divest from roads!
I like the idea of a flat fare because it makes planning easier and I won't have to remember to tap-off. Sometimes I forget.
The distance-based fare seems more equitable because people taking longer trips are more likely to have stable housing and higher incomes. However, I think the overall cost should be cheaper. My LINK usage will not be impacted because I receive a transit card from my employer. Also, there isn't a stop in my neighborhood (Greenwood), so I tend to bus more.
Why should I have to pay for when you guys are not collecting fare from people that are taking advantage of you guys?
Have you considered a zone-based fee structure as described here? <a href="https://www.theurbanist.org/2023/09/27/sound-transit-weighs-two-link-fare-reforms-but-a-third-is-needed/">https://www.theurbanist.org/2023/09/27/sound-transit-weighs-two-link-fare-reforms-but-a-third-is-needed/</a>
My pass is currently subsidized by my employer so I am less concerned with my fare and more concerned about it being an equitable fare to those who would be most impacted by higher costs.
A flat rate is most equal to all riders. Riders should not be punished by distance-based rates in the event they forget to "tap-off" the Light Rail, this is done by charging the rider the most expensive trip cost from starting point which is not fair.
I take the train 2 stops every day, but that becomes significantly less appealing when it gets more expensive. I would end up driving more.
I am in favor of whichever option would most likely increase ridership the most. The goal of increasing ridership leads to making the fare level as low as possible.
Does tapping off have data gathering purposes too? If we move to flat-rate fares to we lose some ridership information as to which stations rides terminate at? That is my largest concern with moving to flat-rate fares
in-city commuters would be essentially subsidizing long-haul commuters under a flat fare system
flat based fare seems more equitable since more affordable housing is usually further away from city centers.
No one understands the distance based fee. There's 0 education saying you need to tap in *and* out, and it's easy to walk right by the machine on the exit because you don't know you're supposed to tap or you forgot. I'd be curious what percent of people (especially tourists and new residents) pay the max fee for just riding a station or two
the less complicated the law is, the democratic it becomes. flat-rate fares all the way.
Please consider zone pricing. Purely distance based will generate a complicated fare table that will confuse occasional transit rider.

<p>People really don't remember to tap off, even people with passes. I think the simplicity of flat fares is worth considering, though I am cautious about the base cost once the system is built out to Everett and Tacoma. I also am curious about fare zones and fare gates, if you have ever considered either being implemented.</p>
<p>I often use the link to travel shorter distances. A flat fare would make this not economical for me.</p>
<p>I think the flat fares are contrary to the principal of equity and would adversely affect people who primarily take shorter trips between stops that are closer together. It seems like a zoned fare structure would be much more equitable, particularly for people who live/work in the north end of the Sound Transit region and would use stops that are much further apart.</p>
<p>I think there should be a simple flat fare. I also think you should consider adding turnstiles. I see far too many people not paying fares when they enter a station. With turnstiles, you could lower the fare because more people would pay (they would have to pay). There is no such thing as a free lunch. You should survey other cities, including New York, to keep fares in line with what is paid elsewhere. FYI, I do not drive, so I take the train and bus whenever I need to get somewhere. I am also a senior citizen, but I don't mind paying a higher fare.</p>
<p>Neither distance-based or flat fare rates will make much of a difference without fare enforcement. Please install turnstiles. It is much too easy to use the light rail without paying with the current system. If everyone had to pay to use the light rail fare rates could be lower.</p>
<p>Consideration needs to be given to which option will disadvantage poorer riders. Are low-wage workers commuting further distances? Then I'd prefer flat fee so they aren't penalized.</p>
<p>Decrease fares across the board and tax the rich instead! Go to the legislature in 2024 and get statutory authority to tax capital gains and payroll.</p>
<p>\$3 flat fee is easiest so you don't need to make or have change</p>
<p>Add turnstiles to stop fare evasion</p>
<p>Charging any fare for public transit is inherently discriminatory and undermines Sound Transit's purported goals of equity and sustainability. I wish the agency would spend significantly more resources lobbying for new and expanded tax-based revenue streams rather than literally nickel-and-dime your riders who are facing the same--and in many cases more serious--economic constraints as the agency.</p>
<p>I think the distance-based fare makes sense. The challenge is with implementation of the system and communication to riders to ensure they understand they have to tap off. It's currently not intuitive and the signage is not clear that tapping off prevents one from being over charged. Additionally, it's difficult to fill out this survey without knowing the proposed fares for distances travelled - if prices increase for a fairly short trip, I'd rather just pay a flat rate.</p>
<p>The "Flat Rate" option would greatly benefit those the wealthy communities in from the East Side, and force the working poor, and middle class to pay more, as all flat rate options everywhere do. A much better option would be to have an income based system, where those whom are economically challenged pay less and those whom are better off pay more, which they can afford</p>
<p>Make the lightrail actually useful and serve the entirety of the Sound, Renton is more access necessary than the west side for people working downtown or outside of Renton and desperately needs access</p>

<p>I was a regular rider when the system started and combined it with the metro line. There were not many stops, so it was easy to remember to tap on and off. It was also easy to know what fare to expect. Now that there are more stops added, I believe that a single fare would be much easier for people using their Orca card to tap when they start a ride and not have to worry about it if they need to go further. Lastly, if there was security on the link rail trains, it would be easier for them to verify payment as well, so it would not matter how far you were riding. Your initial payment would show.</p>
<p>I think light rail should be free to riders to encourage use and the cost, based on distance, should be reimbursed by the state from cap and trade receipts</p>
<p>The proposed costs are reasonable for a commuter rail system. But as a means of traveling within the city all of these prices are outrageous. I live in Capitol Hill and generally stick between Roosevelt and Beacon Hill. In a real city (Vienna, Paris, NYC) with real transit this usage would cost \$1-2 per DAY. I should not be subsidizing Sound Transit's addiction to building parking lots since I never use them. And I don't feel it's justified to pay a premium for one of the worst "urban transit" systems in the world. It's nice that we have something at least, but the something we got is way too little and way too late and now ST is in a deep hole they dug for themselves.</p>
<p>I wonder if there is a way that people who ride often, could get a better rate than one time users (like a monthly pass). People who only ride for airport reasons or events may be more willing to pay more, where as, for people who ride everyday, the cost of riding adds up and can be difficult.</p>
<p>I like the distance-based because I think we should charge more for people coming/going from the airport</p>
<p>It is easier to evaluate options with definitive fare numbers, rather than a range (\$3 to \$3.5)</p>
<p>The biggest disadvantage to the distance-based fare is the fact that I could get charged the highest amount if I forget to tap off. I often forget to tap off, and the possibility of being charged \$4.50 for only going two stops feels like too much.</p>
<p>Consider zone base fare. If we are to use a flat fare that will be a subsidy for the suburbs and be detrimental to ridership within Seattle, where most transit riders are.</p>
<p>I haven't used public transportation for a while, but I think the flat rate fare is similar to catching the bus (Metro Transit). Regardless of where you get on or off the bus, the fee is the same for all riders unless you qualify for a discount.</p>
<p>I have no issue with fare increases based on increased operating costs. I would like to see turnstiles or increased enforcement of fares across the board if Sound Transit is interested in capturing fair revenue from ridership. I am a daily rider and am of the opinion that there is a high rate of nonpayment and fare evasion throughout the system, both by those who can afford to pay as well as those who cannot.</p>
<p>Please Go forward with the Flat Adult Fare. This Way You will possibly get more people to ride it. Also Please consider Installing Fare barriers at all of the above or below street level stations. This will insure People have paid their fare.</p>
<p>It's naturally extension of current system to longer distance.</p>
<p>Need more signs and education to let people know Link is distance-based fare system, remember to tap off.</p>
<p>I was not aware that Link light rail already used a distance based formula. I live in Mill Creek and only come to Seattle every other month, and assumed it was already a flat fee. I always assumed the tap off was to collect better ridership data and often forgot to tap off. Charging the full 4.75\$ because someone forgets to tap off when they get on at Lynwood and go to Shoreline, or going from Federal way to SeaTac, seems cruel to me.</p>

<p>I encourage you to research what other major cities around the world do. As an example, Barcelona has a flat rate for usage of their subway. Additionally, I recommend that you use as your guiding principle “ how do we get the most number of people using the light rail?”. A flat right is easy to understand and will likely encourage more people from the suburbs to use the light rail to get into the city. I don’t care if I have to pay a little bit more for my short rides, because in the long run more people will be using the light rail, which means more revenue, and more public support for public transportation, which means more investment in construction of new lines.</p>
<p>I don’t bother to pay the fare now. I can afford to pay, but I feel like I shouldn’t have to pay for such a horrible system - escalators are always broken, stations are dirty, trains always have passed out drug users (sometimes active drug users), seats stained and dirty. You need to put in turnstiles to ensure everyone pays and use the money to operate the system better. I feel like it can be done because systems all over the world use turnstiles. For the stations at grade, just also install gates the open when the train arrives at the platform edge to ensure people don’t walk on the tracks to avoid the fare. It can be done, but Sound Transit just wants a terrible system that is financially unsustainable.</p>
<p>Actually remembering to tap as I leave will be a challenge for me.</p>
<p>Although I generally think those of us who live close to urban hubs should be rewarded with more frequent service and lower fares, the fact is that our urban cores are expensive so if you can afford to live here (and don't qualify for a discount) you can probably afford the increase. A lower flat rate might encourage suburban commuters not to drive every day. That would be good. One suggestion: waive fares within 2 hours of the last tap so a quick errand for a short trip costs only a single fare.</p>
<p>how much of our money do you waste per quarter on cutesy outreach instead of building the damn trains</p>
<p>Both options are essentially irrelevant without fare enforcement. Since there is absolutely no fare enforcement what is the point of this survey?</p>
<p>A fare increase is the wrong direction from a climate perspective, an equity perspective and traffic perspective.</p>
<p>I think the distance based fare would be extremely challenging to enforce. Sound Transit is having a difficult time simply enforcing riders to pay, not sure how they would be able to enforce distance based fares. Having a really low fare would encourage people to not pay since it is such a low amount. And the cost of enforcement would exceed enforcing these low fares.</p>
<p>The flat rate fare is easy to understand and still very affordable. And will be easier to enforce, either to you paid or did not.</p>
<p>Further, the cost of this project is supposed to be paid by ridership in part. Ridership needs to carry it's share of the cost of the project vs placing greater cost on property owners etc.</p>
<p>Consider how the fares align with transfers, many riders bus to light rail and will not care if the fare is increased to their transfer cap.</p>
<p>The bottom line is which option gets more car miles off the roads. Encouraging people who would drive longer distances is what we want. It saves more people time reduces crowding on freeways, and will do the most to reduce CO2 emissions in total. If I had my way I would drop fares to bare minimums to achieve this and increase other funding sources.</p>

<p>Distance based would reduce Fare Evasion As I seen folks won't even tap their orca or buy a ticket cause of the 3 dollar flat fare rate which seems expensive. I believe making a Distance Based fare would be a very good idea because people could pay that distance and that distance only instead of paying for a full ride.</p>
<p>Flat rate fares would discourage use for shorter trips. I realize ST needs money, so what about charging fans on game days?</p>
<p>Please keep it to \$3.</p>
<p>After living in the Seattle area for 10 years, I just learned today from the newspaper article that linked me here, that I have to tap on AND off or I am charged the farthest distance fee. That has not been communicated effectively. I am an inveterate sign reader, and I have never seen one to that effect. I now live in Lynnwood and expect to riding the light rail more when it opens.</p>
<p>Add turnstiles to your downtown stations. Nuff said.</p>
<p>Flat rate also gives an incentive for staying off the road.</p>
<p>taping off is a hassle especially when trains are crowded or I'm in a hurry.</p>
<p>Flat fare can speed up the lines to get tickets as people have to make less decisions. It's more predictable and also would eliminate the need to tap off. I wonder what the data says about how many people tap off currently. My guess is it's low</p>
<p>Make up your minds. \$2.00 flat rate will have more people riding and it will skip debate. It will bring more people to ride. A few bucks more for an all day pass. Like \$3.00 if you get on and off for a few times a day. Special if tourist want to ride. They will get on and off and if it not convenient. They won't share a positive experience and they will not recommend it to their friends. Im out of state and I talk about my positive experience but I don't have to if this gets more complicated and the prices just go up</p>

Without fare enforcement, nothing you do to change prices will matter. Seattle needs fare enforcement turnstiles like every other major transportation system in the world. Fare enforcement would make the system safer for everyone riding.
Need more fare enforcement to make it equitable for all passengers required to pay
I think a better flat fare rate would be \$0 coupled with effective transit security and a tax increase
I would like to hear more about how transfers might be integrated with other operators (eg. Community Transit, King County Metro)
Why pay at all? It's not enforced. Bums stink up the ride. Honor system does not work! Make it free... or install turnstiles!!
If the starting rate could be lower or the flat rate lower that would make either choice a much more viable option.
Please move to flat fare - too many folks end up forgetting to tap-off, causing a higher charge than intended, which can accidentally lead to people running out of carefully budgeted transit funds earlier than expected.
The base fare should at least cost the same as the bus (KC Metro) to make it more simple.
No
I frequently use the light rail to go between Northgate & Roosevelt. Increasing the cost of this short trip would discourage me from using public transportation for this trip.
The light rail should ultimately not charge a fare. The fares suggested are very expensive compared to driving a car.
On the disability pass page, you shouldn't say confined to a wheelchair. Uses a wheelchair is the right language.
More fare enforcement, please.
Tapping when leaving the train causes a back up of people especially when events are happening. With a flat rate fare, you can increase fluidity of people as they leave the trains.
I like the distance based fare. As an elderly person, with limited mobility, I take mostly short rides to get around my neighborhood. The flat rate would make me think twice about paying more when I often only go a few stops (uphill) or just because I'm too tired to walk very far. I would definitely cut down my use.
The distance based fare seems equitable (use more pay more) and is already more see in Seattle and other cities around the world (London). Neither approach will mean much for me unless the fares are enforced better than they are today.
It should be possible to but the distance-based fare in the ST app
If you use a service for short distances, low cost. Use a service for a long distance, higher cost. It's like an Uber, or any free market pricing. Sound Transit, act like a business, please.
I will still take the link often no matter which option is enacted.

<p>Fare information is impossible to find because prices are not posted in trip planners or Google maps. After riding for a year, I only just found out about tapping off. I had NO idea I could be saving money because it doesn't say anywhere. Even if the price varies due to whether or not the rider taps off, trip planners should tell people they need to tap off to get a certain price. I think communication needs to be greatly improved if the distance based fares are chosen.</p>
<p>The choice between the two systems depends a lot on what my personal costs would be. I ride from shoreline to downtown, and transfer on ST express which already costs \$3.25. So it wouldn't matter that much to me if there was a flat rate of \$3.25. However it would matter if the price was going up, and that might make me decide to pick distance based. There isn't enough information in this survey to make a real decision.</p>
<p>Every other city has turnstiles for entry and exit. Why not seattle??? That way fares are autocalculated without the need for a swipe.</p>
<p>Buses only need one tap, so it's confusing for the link to be different.</p>
<p>It costs sound transit the same amount if a rider is going one stop or twelve. Revenue should reflect that. Additionally, wealthier people live in the core of seattle and Bellevue and therefore would have to travel less distance, whereas poorer people have to travel further</p>
<p>How about making sure everyone who is riding is actually paying. I see many people getting on without paying for a ticket or tapping in.</p>
<p>I'm already paying a lot of taxes to fund ST and service is not getting better maybe try to run the trains more often. Your light rail system is not the right technology for long distance trips and the expansion plans are very flawed. I would like to be able to have reliable frequent transit you need to work on getting the basics before you can increase the fare</p>
<p>I've ridden Bay Area Rapid Transit multiple times. Fares are distance-based. Distance-based fares are "simple pricing". The notion that flat rate fares are "simpler pricing" than distance-based fares would be true only if we assume that Seattle based transit riders are dumber than Bay Area transit riders. Flat rate fares force those of us who travel shorter distances to subsidize those who travel longer distances. Does Sound Transit assume that money of short distance travelers grows on trees?</p>
<p>Need some way to enforce fares! Can give more cards to people who can't afford them, but otherwise, if you don't pay, there should be consequences. Fare skippers will only increase if fares aren't enforced, which is not fair to those who then have to pay more to support the system.</p>
<p>This is an age old transit issue going back to when transit moved from private to public ownership. I have been in the business since 1971 when the base fare was \$.30 and we worried about ridership loss by raising fares by a nickel. You can survey all you want but the facts remain the same: a single ride fare is easy to understand/communicate and operate, zones add complexity and revenue and fairness (which most people care less about)...the Board/advocates/politicians care about it, nobody else. Based on my experience, you need to also consider a proposal that is more multi-faceted. You need a multi-ride discount component; you need to increase the senior fare; you need to assess the impact/influence of the employer/university paid fare program as well as charging (if you can) a youth fare. In other words a comprehensive approach, not the 50 year old approach of zone vs one fare, fairness vs. complexity.</p>
<p>Silly to keep distance-based fares. It's a nuisance to tap out, more complicated to understand fares, and difference in revenue, if any, is trivial.</p>

<p>For my regular two/three stop commute, a one fare option would be a deterrent and not at all cost conscious for me.</p>
<p>It seems both fair and sensible that a 1-mile ride should cost less than a 30-mile ride. If "forgetting" to tap off is a big problem it seems it could be fixed by moving Orca readers to more prominent locations, situated like turnstiles.</p>
<p>Until you change the way you collect fares, you will not get the funds needed. It is too easy to walk on without paying. I have been overpaying for the construction thru the car license tax for years so I feel like I have already paid to ride for the rest of my life. Enforcement of drug users and homeless sleeping on the trains needs to be emphasized.</p>
<p>Flat fare is a disadvantage to shorter commutes, the kind where we are trying to reduce use of cars and ride shares. People know how to tap on and off. Have a set day pass option like London. If the taps total the day fare, cap it there. Solved.</p>
<p>Enforce the ridership rules.</p>
<p>What I want to see is a RETURN TO THE FARE ENFORCEMENT AND COLLECTION POLICIES OF 2017, when ST had 40% fare recovery.</p> <p>Politely telling people what the fare are and asking, "Pretty please, would you pay your fare," and doing nothing, when the question is ignored, is not fare enforcement. It is neither fair, nor equitable. Either everyone is coercively forced to pay, or coercively escorted off, or fares need to be dropped altogether.</p> <p>Fares that are optional, aren't fares. They are donations. That is not equitable to those that donate, and its not equitable to the taxpayers who must coercively pay the taxes and car tabs.</p> <p>I have driven transit for Pierce Transit and King County Metro, operating ST service. I use and support transit.</p>
<p>If I was commuting daily from Lynnwood to Seattle I would think a \$5 rate a great bargain. I understand the simplicity of a single rate, but don't think people are people are dumb. Tapping out is clearly marked and not a problem.</p>
<p>Why does it matter fares are not enforced anyways and no one pays or very few pay</p>
<p>Actually enforce fares with turnstiles or physical barriers.</p>
<p>I like option 1 but agree travel wouldn't be as easy as option 2.</p>
<p>Metro will ask too fate hike The light rail goes where I don't need to not covering a lot area so more people ride!</p>
<p>Why should I pay at all if you don't enforce fares? It doesn't matter if I am more financially sound or can afford it. I don't care what race a rider is, or if they appear homeless, make everyone pay. Have enforcement staff with police powers to stop, ID, detain, and cite. I rode light rail short distances in Seattle for about the last 16 months and I will not ride again in the current state of public transportation.</p>

<p>For those who use link to connect to destinations within and directly around downtown Seattle, the flat rate fare would be a potential \$0.75-\$1.25 increase, even for traveling one stop. The potential that folks will ignore the simple fare paid zone may increase, especially with no real barrier to entry. A offset would be required such as a longer transfer period to allow for folks to complete their tasks at their destination. With costs for households already experiencing inflation, to purchase a monthly pass at a price more than currently offered will become burdensome as households also face increasing housing, grocery, and quality of life costs. Any increase should take into consideration King County Metro's upcoming fare update work as the flat rate fare price.</p>
<p>Value perceived over distance traveled will determine if I bus, walk or Link. Sometimes I ride 3 stops, which is not work \$3. More importantly, please place fare devices at both street and the platform levels. At multi-level stations, it's too much time and effort if I forget to tap on the way in or out.</p>
<p>Keep it as simple as possible. One price. Whole dollars (i.e. \$3). No tap out. This is key, especially if you would like tourists to use it.</p>
<p>The service levels and delays in completion do not warrant charging more. I suggest "free" and use the money saved by removing the machines and readers, as well as enforcement to aid in subsidizing</p>
<p>A flat fee will encourage people that live further distances away to use the light rail, which is important for more public adoption of transportation. It is also less complicated to understand.</p>
<p>The flat fare rate favors non-Seattle travelers. The distance-based rate favors Seattle travelers. It makes sense that the shorter trips will probably be inter-city. Don't like that the fee might raise to \$4.75. Maybe you can find a way to cap it at \$4 or \$4.50. But seriously, if you ride the train a longer distance, you should pay more. Those who use it for shorter trips should not subsidize those who use it for longer trips.</p>
<p>Just have two distance-based fare rates, no more, no less, possibly 25-50 cent increase, no more. More importantly, MAKE SURE EVERY RIDER PAYS THEIR FARE, whether paying full fare or subsidized. All riders must pay with some ticket or proof (ORCA card, ticket receipt). I am tired and irritated when watching a majority of riders enter the LLR without scanning their ORCA card or purchasing a ticket at the kiosk. Invest in turnstiles like every other Metro area (USA or International). Honor system does not work, nor will it ever. Enforce fare payments, even if it requires advocates to stand by the scanners or Kiosks (hire more of them) until the turnstiles are in place. Thank you.</p>
<p>As people have been priced out of the downtown core, it's unfair to charge them more for having to travel farther</p>
<p>I hope that in the future ORCA dare transfers can last longer, as frequently there are delays from buses or other service providers that cause having to pay 'twice' because the transfer time expires too quickly.</p>
<p>I dislike needing to tap off, and want to avoid overcharging people who forget, but believe distance-based is more equitable and would encourage more trips on Link, particularly for disadvantaged folks. Either way, if you can actually GET people to pay their fares, I think the system would be better off. Seen Fare Ambassadors literally a couple of times, and they've checked a mere handful of folks, and seemed like they had issues with about half of them paying their fares (and none of those resulted in anything more than education or warning). If flat rate fares would encourage higher rates of payment (by funneling people through monitored checkpoints or making fare verification easier), I would support that.</p>
<p>Unless there is also a big increase in security to keep the drug use off the trains and to disembark fare evaders, the new rates won't matter.</p>

<p>The flat rate would be fine for commuting into to downtown or going to/from the Airport, but make it too expensive to use light rail to go from one end of downtown to another.</p>
<p>Both of these fare options are too expensive for riders only travelling a single stop. You need a lower fare tier for very short rides.</p>
<p>I am eligible for senior discount. Of course, it's great, but lots of seniors like me don't need the discount. I wouldn't mind paying regular fare. You might want to consider discounting senior fares for those who are low income.</p>
<p>Tri-Met in Portland has a simple fare, \$2.50 each tap, but stops at \$5.00 for all day fare. You keep tapping once when boarding, but the system stops at \$5. You can use your smartphone to pay too.</p>
<p>simpler is so much better.....everyone can understand, machines would be simpler,</p>
<p>There should really be turnstiles at the Light Rail stations, because right now you can just walk on and off the train without paying a dime. I've never seen any enforcers before either, so you can essentially ride for free with no punishment. A turnstile in the station(like what almost EVERY OTHER METRO SYSTEM HAS) Would do a great deal to prevent this.</p>
<p>Enforce the current fare or any that is eventually decided upon.</p>
<p>Yes, Having just returned from Virginia, we used the Metro to get around and it was a wonderful system. Not sure why we have such a hard time in Seattle?!</p> <p>The Metro system and others that I have used in London, Boston, New York have gates with card readers before you can even get on the trains and when you get off. Not sure why we can't have the same type of system setup? With all the money being spent and taxes for this system it seems that should be done. It certainly would stop the people who ride for free and never pay. And I think the system should be charging for the distance that you travel.</p> <p>Maybe, someone should look at how the light rail, etc systems work in other cities?</p>
<p>Usually the people who have to ride the most distance are those in lower income brackets, who have longer commutes for work from cheaper (further) locations. Flat is way better because it doesn't give extra burden to those households!</p>
<p>Too many hop on and ride for free without paying! If fares were collected as they are supposed to, increases would NOT be needed!</p>
<p>I retired this year and am no longer commuting. I still ride light rail though. When I was commuting via light rail, each morning I would get on the train with passengers going to the airport. They struggled with their luggage, took up multiple seats, stood in the doorway while boarding because they were unfamiliar with the system, and in small ways made my trip slower, noisier and more crowded even at 5:00 in the morning. On my trip home, seats would be occupied by luggage and large groups coming from the airport. I really think it should be okay to charge by distance because those accessing the airport would be paying a bit extra for the distance. That would make me feel a little better about not getting a seat or dealing with noisy passengers for my shorter trip.</p>
<p>How about a flat rate fare per embarkation point? If you get on at Northgate you pay \$5. If you get on at SODO you pay \$2. Each station has a flat fee, but the fee could be different per station. It could even be different per direction. If you're boarding at Roosevelt northbound: \$2, southbound: \$5.</p>
<p>This allows for more farebox recovery.</p>
<p>I would rather have lower flat fares overall and higher taxes.</p>

<p>Infrequent travelers may not know about tap on &amp; tap off requirement. As a result, it's punitive to those who are unaware of the rule.</p>
<p>So many people already don't pay. Your organization will continue to lose money. Your trains are filthy. Safety is a second thought. Your trains don't run late enough, or early enough to get to and from the airport or bars. Not enough bike parking at stations.</p>
<p>You worry about hurting people's feelings. Get rid of the stupid tap stations and put in turnstiles like NYC or Boston or Chicago. Make people tap to ride.</p>
<p>As a transportation planner, I believe implementing a flat fare system makes the most sense. It's easy to understand, feels the most comfortable type of payment for the rider, and doesn't require riders to remember to tap off (especially since we don't have turnstiles or tap off on other forms of transit).</p>
<p>Currently the lower distance rate fare lets people integrate bike and light rail which solves some of the first/last mile issues. Keeping short trips affordable is important maybe especially psychologically.</p>
<p>Distance based fares are reasonable and "fair". Basically a person pays for the service they use. The more you use, the more you pay.</p>
<p>Conversely a flat fare is regressive. People who make frequent short trips are subsidizing those people who make long trips. Flat fares would discourage shorter trips in the urban core where congestion is often highest.</p>
<p>That said, ST could do a better job communicating how the system works and stressing that all passengers should tap off. This is not clear to some users. Better signage and audio announcements would help, although I have noticed lately that ST does appear to be improving their signage.</p>
<p>Also, daily costs should be capped at the cost of a daily pass. If a person uses their ORCA card enough in one day to reach the cost of a daily pass, then subsequent trips should be free.</p>
<p>Flat fare is not fair for people that use the light rail for short trips Vs someone using it to commute a long way. Higher cost short trips would discourage people from using light rail or paying. Already many people do not tap in and pay with is verify frustrating to those that chose to pay. If fares are important for funding you should hold people accountable for paying like other cities do. So many walk past the swipe stations and multiple times have heard people say "...you don't need to swipe in... no body does".</p>
<p>I usually take short trips so the flat rate would increase my cost a lot, since short trips cost me \$2.25 or \$2.50 right now. Tap on/off is not an issue. If it became \$3 for one stop on light rail, I could take the bus instead, which is \$2.75.</p>
<p>Flat rates are easier to understand across the board, both for tourists and locals who do not ride Link often. The existing structure could also potentially allow for reduced event rates by tapping off at a certain station</p>

<p>There is basically no point to changing the fare structure without adding fare gates and increased fare enforcement. Almost everyone I know does not pay for the Link because they know how lax enforcement is and the lack of fare gates provide no incentive for people to pay. If you want to increase revenue, start enforcing fare payment.</p>
<p>Just don't change the rrfp fare, please! Leave that one alone.</p>
<p>Fare enforcement must happen or this is pointless.</p>
<p>The last thing we need in the Puget Sound area is another price hike, as the cost of living here has been out of hand for the last 10+ years. I'm all for either a flat fee or, preferably, a distance-based fee, preferably capped at \$3.00 maximum. What I do not like, however, is if a person forgets to tap off and is charged the full amount. I get it that the distance-based fee needs a start/stop point, but if things go that direction, then install more tap monitors in more convenient places at locations or on the trains. Penalizing a full fare price in that instance to a person who may be in a rush to get somewhere and forgets to tap out is very cruel punishment. If you do a flat fee, it should definitely be a lower cost overall so it is cost effective for people who only go short distances (for instance, Northgate to U-Dist) as their main form of transportation.</p>
<p>Just not requiring folks to "tap off" would be a blessing.</p>
<p>Please start collecting fares from everyone who rides the light rail. Most cities have a turnstile passengers must go thru to get on the trains - how did STA think people in this area would be honest enough for everyone to pay? This makes no sense at all. If everyone paid, perhaps rates would not have to be increased.</p>
<p>Please build a parking garage at the Tukwila Station - it is desperately needed. Only early birds can park in those 2 lots and anyone after 7:30 am is out of luck of finding a spot.</p>
<p>I would use link light rail the same amount. The tap on and off system is terrible, there should be one tap at the beginning OR end of the ride. The "good until" feature is confusing and weird. Fare enforcement could be as simple as payment required and not a fine. Having fare stations inoperable doesn't help. Most current rides are from University of WA north and south but will be from the Eastside once those are finally in operation. Exits are stadium, CID, pioneer square, Westlake, Capitol Hill - just depends where we are going.</p>
<p>Generally I'm in favor of flat rate for simplicity sake, but if you decide on the distanced-based program you need to drop the lower end. I work downtown and would like to hop on the rail to go grab lunch a stop or two away, but the minimum fare makes that a really expensive lunch. I want the light rail to become a natural, default option for folks to get around the city. Don't raise the rates, increase enforcement and collect the money you should be getting.</p>
<p>Perform actual fare enforcement, not whatever this poor version of it is now. If you don't do this all of this will just be for nothing. At least install turnstiles and gates if youre too scared of fare enforcement. Everyone else has this figured out.</p>
<p>As a frequent short trip taker, I think it's not fair for me to be subsidizing people using more resources (trip miles, driver's time, etc). We should be rewarding people who choose to live in dense areas and therefore typically take shorter trips.</p>
<p>why is the flat rate so expensive? it is not the avg of the price range for distance based...</p>
<p>If you are going to raise prices, you need to enforce fares better. Right now, a high percentage of people just don't pay, and it feels unfair to those of us who do pay. As long as there are good programs in place to help people who need it (low income, elderly, children, etc.), I see no reason why more fare enforcement shouldn't happen. The current practices are not enough and if prices are higher, the system will feel even more unfair to those of us who do play by the rules.</p>

<p>Link should be a system worth paying for, for those who are able. ST should pay people to ride when your negligence and inability to plan lead to 15-20 minute headway and no realtime info. If you can provide the promised services, the higher end of both payment options is a great and affordable fare.</p>
<p>You need ensure that there are WORKING readers available throughout the system. Also have more readers at the embarkation level.</p>
<p>Instead of changing the fare structure, how about using a turnstile system, so everyone pays The savings of having an accountable system would pay for itself. There is 99% of the riders not paying on Mariner, Husky, Seahawk, Kraken, Storm, and Sounder games! The current system does not work. There is a reason NYC, Boston, and Chicago use turnstiles, they work!</p>
<p>How about a orca card that is distance based that residents can buy for everyday trips. Aka downtown to uw would be a daily weekday commuter of 50 cents cheaper. But if travel out side of that zine would be charged the difference. There needs to be accountability and that means tapping on and off. But needs more tap points. They are out of place and cause back ups.</p>
<p>Tap on or off, many people do not tap on/off anyways. This is a huge revenue loss to Sound transit. Rather just have 1 flat fare and enforce ticket payment.</p>
<p>I'm a frequent rider and many of my trips are of the shorter variety. My familiarity with the system and the nature of the rides I personally consume make the distance-based scale preferable to me. I would not be mad with a flat rate if that was the final decision, even though it would increase my ridership costs, as the benefits of not needing to tap off and manage an e-purse in addition to my monthly pass would be a convenience.</p>
<p>If you have failed to even achieve the nominal goal of 40% fare revenue recovery since 2017, you have failed miserably in your role as stewards of the public trust. Rates should be set at level sufficient to yield a high level of confidence (90 - 95%) that even minimal cost recovery goals are consistently achieved.</p>
<p>It should be one flat rate for adults free for seniors and youth an for folks in wheelchairs. I wish that they should of shorten the train by a few cars like in Tacoma did. If they did that there wouldn't be so many delays after sporting events concerts get out</p>
<p>The ridership and access to transit should be the greatest consideration in this.</p>
<p>Would there be a capped daily fee for either of these options?</p>
<p>Every city I've visited with a subway has distance based. Why reinvent the wheel?</p>
<p>The only way a flat rate would be fair is if it was a lot lower, unless you're trying to discourage short rides. I'm not a regular commuter, but when I'm at the link rail stations I don't see many people tapping on or off. You should consider ways to make it easier for people to pay their fares, instead of increasing prices for people who actually pay. I also wonder how much money is being spent to administer the pay stations vs. the fares they bring in. I think it would be better for the community/traffic if rides were free.</p>
<p>Instead of recouping money from fare-paying customers, enforce fares for the more than 50% of riders who do not pay fares. Your metrics are not based in experience--what would entice me to ride more often would be when there isn't constant violence/drug use and abuse making riding dangerous and scary for many citizens.</p>
<p>A flat fare would be very helpful for orca reloads, even if it is a bit more expensive. I want to know how this would affect monthly passes for commuters as well.</p>
<p>Flat fares punish people living in Seattle and subsidize people commuting from suburbs. Please don't do this.</p>

<p>I mean, transit should be free because it is a public service! But aside from that, flat rate is always easier to understand than zoned systems, which also disproportionately affect those who have to live further away from their workplaces due to gentrification and pricing out.</p>
<p>More important than picking a fare is ENFORCING whichever fare you pick. Stop this fare-optional approach, keep non paying riders off the system, make the system pleasant for law abiding riders to use.</p>
<p>Should be flat rate of \$2. I make only a little more money than the ORCA Lift requirements now, so I don't technically qualify but that doesn't make it affordable. I have talked to a lot of people in the same boat. I used to use light rail a lot more when I was on ORCA Lift, now I use it much less and I guarantee you I won't be using it if ya'll bump it to more than \$3 per fare</p>
<p>Flat fare is better. Please make the tap pads easier to find.</p>
<p>Flat fare strongly discourages use in Seattle</p>
<p>I would skip taking the train for short distances or 1-2 stops with the flat fare</p>
<p>I'm happy with either option, but would prefer the distance based rate to maybe cap at 4\$. Maybe making this the same as the bus would help keep it simple as well.</p>
<p>Neither of these options talk about a daily price cap. Transit systems like London's institute a daily charge cap, where you can tap in tap out and are only charged up to a certain amount for the day. Taking numerous short trips adds up really fast, and can end up being prohibitive for traveling around the city. <a href="https://tfl.gov.uk/fares/find-fares/tube-and-rail-fares/pay-as-you-go-caps">https://tfl.gov.uk/fares/find-fares/tube-and-rail-fares/pay-as-you-go-caps</a></p>
<p>Maybe instead of having the distance base fares based on what station to what station which makes a very large table the people have to look at just make it based on the number of stops. So going one stop is a small fare and going 10 stops or more is the maximum fair with different fares in between.</p>
<p>Is there a hybrid approach with fare zones? This is how other cities like London handle complex and large transit systems. It makes sense for someone riding all the way from Everett into Seattle to pay more than someone riding from UW to Capitol Hill. But someone riding from Everett to Paine Field likewise should not be paying as much.</p>
<p>The zone outline could be drawn by ST subarea (e.g. East King into Seattle is a 2-zone ride, South King into Seattle is 2-zone ride, riding Bellevue to Redmond is a 1-zone ride, any ride within city limits of Seattle is a 1-zone ride).</p>
<p>Zoned fare system would be ideal- flare fare within a zone (eg city of Seattle, Pierce/So King, etc.) but slightly more expensive if crossing multiple zones.</p>
<p>I never see anyone else tap ORCA or buy tickets when I ride Link. Fare changes seem pointless without enforcement. It makes me wonder why I keep paying.</p>
<p>Personal opinion that public transit should be low cost/free to most people but especially daily commuters, students of all ages.</p>
<p>Distance-based fares are used in many other transit systems without issue. I would like to see those kept for weekdays. I also encourage Sound Transit to consider a split fare schedule like the DC Metro system which has distance-based fares weekdays 5am-9:30pm and a flat rate overnight and on weekends.</p>
<p>Install turnstiles or enforce fares. Otherwise, neither of these options mean anything and I do not intend to pay while riding since others do not.</p>

<p>The fare structure doesn't really matter if fares are not enforced.</p>
<p>While I understand the rationale behind the long-distance fare, I personally tend to take shorter trips, and therefore would prefer the distance-based system. It seems a bit peculiar to have a suburban-urban mixed train and for there not to be a consideration for distance.</p>
<p>Distance based fares are cool in theory, but cumbersome in practice.</p>
<p>Any and all fare increases shouldn't be considered until existing fares are actually enforced by the immediate removal of "non-destinational riders" and other non-payers.</p>
<p>The fare options don't mean much without enforcement. Turnstiles or gates are needed to work in tandem with the fares. In addition, neither fares options will make me use the light rail more or less—that has to do with how clean the light rail is and how safe I feel when riding it, meaning that there needs to be security or police with actual law enforcement capabilities on the light rails. The light rail's current state was one of the reasons I recently bought a car; I rather drive and stay safe than be in a light rail compartment with drug users and people who piss right in the light rail station.</p>
<p>The 'tapping off' is confusing. I didn't realize this until I had ridden the light rail several times</p>
<p>Honestly, I don't care which way you decide to charge. I love the light rail and will take it regardless. But none of this makes one whit of a difference unless or until you deal with the fact that huge numbers of riders are NOT PAYING ANYTHING. My own daughter says she refuses to pay because the trains are always a mess and full of homeless people and drug users. I recently rode from SeaTac to Roosevelt and had the pleasure of watching two dudes fire up a crack pipe two rows behind me. I know this isn't news to you, but not using turnstiles or the like- - like EVERY OTHER RAIL SYSTEM ON PLANET EARTH- - was a ghastly error of judgment. Even the British compel EVERYONE to pay, and they're arguably the nicest people there are. The idea that it is somehow an infringement of someone's rights to ask them to provide proof that they've paid for their ride is, quite simply, moronic and outrageous.</p>
<p>I normally ride light rail only 1 or 2 stops downtown before transferring to bus.</p>
<p>I ride the light rail often and I see many people who ride just for a few stops, particularly downtown. I think these riders will either not ride or not pay their fare if the flat rate charge goes into effect. If you're trying to get people out of their cars, you need to keep access to the light rail affordable. We're all trained to tap out, I don't see tapping out as a reason to move to flat fee rates.</p>
<p>ILL PAY WHEN THE COWS COME HOME. I DONT PAY FOR A HIGH RISK VIOLENCE/FENTNYL EXPIERNCE, LIKE EVERY SINGLE DAY ON METRO. ILL REVIEW MY PAYMENT OPTIONS AGAIN WITH YOU IN 2053.</p>
<p>I didn't know we were supposed to "tap off" of anything, I feel like that should be advertised on the busses and light rail more so people understand they will be charged extra for not tapping off at their stop. Maybe putting up signs at bus stops and advertisements on the busses? For riders who pay their own way, it would not be fair to them to charge them a larger price if they are never going to use that extra distance (to Federal way for example).</p>
<p>I ride daily, and one of the biggest problems is that people don't tap on or tap off when they are riding the light rail. If the new system established fees based upon the distance of travel, I doubt riders who usually forget to tap on/off will remember to do so if their fare is dependent upon it. This could also lead to passengers regularly overpaying for their travel if they forget to tap off, which would actually work in Sound's favor.</p>
<p>Countries in Europe are able to set travel fares by distance traveled. I love the idea, but I</p>

<p>don't think Americans could collectively handle the idea.</p>
<p>Make it free.</p>
<p>We live downtown, and primarily travel from Westlake to Roosevelt, Capitol Hill, Columbia City, and U District. The likelihood that we would ever travel to Lynnwood — let alone Shoreline or even Northgate — is low. Therefore, it's unfair that people downtown would be subsidizing those who don't live downtown, and who are more likely to travel downtown. E.g., no one is going to travel from Lynnwood to Shoreline — they're going to use light rail to get downtown or to the airport.</p>
<p>Moreover, insofar as people who live in the city are less wealthy than suburbanites, the optics of flat fare rate are bad — poorer people subsidizing richer people.</p>
<p>Distance based fares make sense, and are commonly used in other cities (ie Cal Train, DC Metro) and are not hard to understand.</p>
<p>Making a flat fare is not fair to commuters riding short distances, and it won't encourage ridership as it would be cheaper to simply drive and pay for street parking, especially when traveling with 2 or more people. So many countries in the world apply distance-based fares with clear information posted at stations, why would it be complicated for Seattle to follow-suite? And please for heavens sake, just travel to any other civilized countries and see how others are successfully managing their subways/ mass transit. To avoid loss of revenue, riders have to tap their card at automated gates to enter and again at exit so distance-based fares are automatically deducted. For a high-tech city like Seattle, it's really a disgrace how backward our mass transit systems are. Stop wasting money on studies and just take a trip abroad to see how it's properly done elsewhere.</p>
<p>Since my tax money is paying for this useless service - it doesn't go anywhere - why should I also pay to use it?</p>
<p>Keep current distance rates the same, increase for new extension.</p>
<p>Light rail has been very unreliable this past year. I understand construction needs to be done but there needs to be a better way to manage it instead of creating 30+ minute delays where trains are so immensely packed that everyone waiting at stations isn't able to get on. The light rail used to be a nice alternative to driving into the city and paying outrageous parking rates, but my half hour commute has turned into over an hour whenever the trains are having issues and increasing fare prices when trains can't even function properly is very concerning.</p>
<p>LOVE light rail. Annoyed that many Do Not pay! Disgusted by this.</p>
<p>Charging more than the NYC subway's flat rate for what is a much worse intra-city service would be upsetting.</p>
<p>You can put more obvious turnstiles in if you want to ensure tap on/off, this is what BART does.</p>

<p>It seems unfair to charge the same rate to go all the way to the airport as it does for folks just going one station or two. If costs go up substantially, I'd seriously debate driving to events vs taking LightRail.</p>
<p>The distance-based fare does not account for the congestion caused by boarding and unloading of many passengers just using link to hop a stop or two.</p>
<p>Why don't you concentrate on enforcing people to pay fares, rather than raise them. I know it is difficult to enforce, other cities seem to do it. If everyone who goes to sporting events alone paid their fare, you wouldn't have a problem. When I go to Mariner games it is about 1 out of 100 paying their fare to go home and I'm sure it is the same for Seahawks, Sounders and Husky events</p>
<p>Please do more for fare enforcement and security so there is less of a need for fare increases.</p>
<p>I believe a distance-based fare is more equitable. Even if some poorer people commute on long trips, there will also be many who commute short distances and would be hurt, rather than helped, by a flat rate. The distance-based fare is not overly confusing and is the best way to not de incentivize any group of riders, dividing any price raises equally across trips of different distances.</p>
<p>It seems like flat fare rates would have urban riders subsidizing the fares of suburban commuters.</p>
<p>It would be helpful if there was more signage explaining why we should tap off. I had no idea it was a thing until someone posted about it on Reddit of all places.</p>
<p>Other services are not distance based, KC Metro, Community Transit, ST Express, Streetcar are all flat fare. This would help unify light rail service fare structure.</p>
<p>I bet most people travel shorter distances. Optimize for the majority.</p>
<p>The act of tapping off is confusing for many, a flat rate would resolve it. I didn't used to have an issue with it, but now that machines have been moved off platforms, sometimes I can't find a machine to tap off at like if you're going to game and get off at the international district. A flat rate would simply that, but ultimately I care more about preserving free parking than the fare cost.</p>
<p>In my opinion, either of these options (but especially the flat-rate fare) do not provide a low enough fare for "one-stop" travelers, such as those going from Angle Lake to SeaTac Airport to work. The fare floor needs to be much lower for travelers going one stop, otherwise fare evasion will continue (very few tap on at Angle Lake).</p>
<p>I mostly ride light rail for fairly short distances, but occasionally take it all the way to Northgate or the airport. A flat fee would make my day-to-day travel more expensive and the cost might sometimes deter me from riding, but increasing the cost of long rides would be less of a problem, since I only take them occasionally.</p>
<p>Absolutely not relevant unless you start actually enforcing fare collection! Take NYC's lead, make it easy to tap a credit card as you go through a turnstile. It is the only way this works! If there is no penalty why would I pay? I am too 1-2% income and wouldn't pay unless there is an actual penalty for not! This entire debate is pointless unless you actually enforce fare collection!!!!</p>
<p>Either sounds great</p>
<p>I think that instituting a flat-rate fare will discourage those who take the light rail for short distances from taking the light rail. Since there is more of a value proposition for paying a bit more to travel a longer distance than paying a bit more to travel a much shorter distance, I would be concerned that this would disproportionately harm short-distance commuters. Then again, I believe that riders should not be responsible for funding public transit, and rather that the businesses which benefit from public transit the most (employees getting to work w/o</p>

<p>paying for parking lots, increased patronage, etc.) should be the ones funding public transit.</p>
<p>While no one likes a fare increase the system has expanded substantially and I'd rather pay a little more to keep it functional, safe, and clean.</p>
<p>In general, people would rather pay more if it's easier. Look at long distance bills. It used to be that you paid per minute. It was cheaper then for most people. But now we pay a fixed price per month. It's easier, but it's more expensive.</p>
<p>I think distance-based is like the per-minute long distance. It seems like it should be more fair, and it's cheaper for many people, but it's harder to figure out costs. I think flat fare is easier. The easier, the better.</p>
<p>This doesn't matter that much to Orca card users. But it does matter to VISITORS / tourists. I'd like to see us make transit EASY for visitors. I think we'd be a more welcoming city, and I think transit would be more high profile if the first impression people got coming to Seattle is the light rail from the airport instead of a taxi/uber.</p>
<p>People shouldn't have to pay the whole way if they aren't going all the way till the end of the light rail line. They should only pay from where they begin and get off and the same coming back. Don't punish us for the people who don't pay. More fare ambassadors would be a good thing since there are probably lots people who may not pay their fares. If you raise the price then make sure the cars don't smell of the homeless people who are sleeping on them and the smell of drugs. Sometimes I get on the light rail car and I feel like gagging. Make the fare price worth it by being cleaner. May having air freshener in between when it goes out of service or something. If you don't ride it then you have no idea of the smells. You would be surprised of the smells sometimes.</p>
<p>like the simplicity of flat fare. I am an experienced rider and sometimes forget to tap off. I realize data is collected on stations used from origin and destination, but a flat fare takes away the guess work.</p>
<p>You MUST enforce fare payment or you will lose all your choice riders.</p>
<p>Just make the damn thing no cost to ride and subsidize it through taxes. Most already don't pay. If Kansas City can do it, so can Seattle.</p>
<p>I think a higher base price would be good (especially if this was offset by a lower price for people using Orca Lift, etc)</p>
<p>Right now only honest people are paying the fares and subsidizing the majority of Seattle residents and tourists that do not pay any fare at all. My current annual expense is \$1080 to ride 5 stops and often times I am the ONLY ONE tapping my card. Everyone should pay or no one should pay. I would rather pay less for a shorter trip because I am honest and getting charged for a longer trip does not seem fair.</p>
<p>Enforce payment now! No more free rides.</p>
<p>Having to tap-off is confusing, but I think it's more fair/equitable to charge more for longer rides &amp; less for shorter rides</p>

<p>Would discourage short trips on light rail vs car. Less cost effective for inconvenience.</p>
<p>Since I have to breathe in fentanyl and crystal meth from the users on your system, I don't believe that you should be raising fares at all. In fact, I think you should be lowering them because you won't recognize the public safety concern.</p>
<p>I watch a ton of people, not tap off as they leave, either because they don't know to or because they don't care enough. Please consider reporting the percentage of riders who don't tap off overtime. It might give a hint how large that population is. I don't mind the current first structure, but anything that eliminates the need to tap off seems better.</p>
<p>Either option would require enforcement. Current enforcement encourages non-payment.</p>
<p>It's silly to consider various fare options until you do something to make sure people pay anything at all. I very rarely see anyone tap their Orca card, nor do I ever see fare enforcers aboard the trains. If closer to 100% of riders would pay for their ride, there would be no need to raise rates in the first place.</p>
<p>Flat fare rates make no sense for people living in the central Seattle area. As someone living in Capitol Hill, my most visited stations by far are UW and Westlake, each only ONE STOP away. A flat fare would simply be too expensive for what I use link rail for.</p>
<p>Light rail should be free, just like driving on the roads is free.</p>
<p>People who travel for shorter distances should not be subsidizing those who travel longer distances with a flat-fee structure. You go further, you pay more.</p>
<p>Admit you made a mistake in designing ST and build turnstiles to enforce fares! It will result in an increase in revenue that will pay for the turnstiles and operation of the system and clean up the trains from those who use it as a free drug use ride.</p>
<p>Until ST gets fare enforcement figured out the cost of a fare is a meaningless exercise. install turnstiles and have guards monitor to ensure no one is jumping the turnstile. An 85% compliance rate on paying the fare is ridiculously low, especially with everyone in the world eligible for some sort of reduced fare. I don't understand why we need an overly simple fare structure when everyone has to pay with an orca card which takes the math out of it.. I was recently in London and their fare system seem to be work well; distance based with a daily cap but then again The Underground seems to enforce fare payment something that ST can't or refuses to do.</p>
<p>Link should bring back serious fare enforcement of the sort that happened before 2020 before even considering fare raises. Security guards at Northgate don't even seem to monitor or pay any attention to people walking past Orca readers without tapping on.</p>
<p>The tap on, tap off is confusing, especially since the boxes are hidden or hard to find. Are the by the train, by the exit, etc. Just have 1 flat fair and make it like metro where you have a 2 hour grace period.</p>
<p>Because I mostly use Link to get around the downtown area, a flat fare would cost me a little more. That being said, the high fares for commuters would likely function to discourage use of the trains, which could conceivably lead to under use of Link on the outer ends of the system, and road congestion in Seattle from commuters who would otherwise use the trains. Personally, I will accept a few more cents per ride as opposed to high fares forcing drivers to continue to park downtown. In the distance-based system, I would think that the \$0.25 option would make sense, and with the flat rate, \$3.25 sounds fair.</p>
<p>Make light rail more affordable</p>
<p>Which ever plan you choose, I think a more important goal should be fair enforcement. People riding Sound Transit and not paying to ride causes those that do pay to have to pay more. That is extremely unfair. There should be entrance gates that people must pay to pass through. We also need better security.</p>

<p>Sound transit needs to copy the MTA, use smartphone tap-to-pay, and give discounts to frequent riders. There is currently no incentive to preload an orca card or use "passes" which cost exactly the same as constantly reloading your card. Ease of use and discounts will be the main incentive to boost fare recovery and ridership.</p>
<p>I favor flat fares mostly because the easier transit is to understand, the more people will use it.</p>
<p>I think orca card operated turnstiles should be used - those 15% that don't pay could be captured. Cost of them covered in 1-2 years? Also will give better Dara for Link light rail to plan.</p>
<p>Need to find a way to make sure everyone is paying</p>
<p>Like a turn stall that would open after you pay or swipe</p>
<p>I think you should put turnstiles at stations to more thoroughly collect fares and encourage tap-offs.</p>
<p>I paid \$800 in registration this year to pay for this. No ticket should be over \$1 for people that pay registration. I will never ride at current cost.</p>
<p>Either are fine with me. My belief is the REAL issue is too many adult riders are NOT paying fares AT ALL. I've noticed some young adults who appear to be over 18 AND other adults NOT tap at the Northgate and Westlake stations when I've ridden between those stops for downtown plays or events recently (John Oliver, Six musical, etc). There were visible 'fare ambassadors' at Northgate but were wandering around on the platform level NOT the ticketing level. Fix this problem and you may see the revenue increases you need for expanded service to Lynnwood and Everett.</p>
<p>I think another critical action would be fare enforcement. There should NOT be free rides except for children and physically disabled. Anyone else on board should be paying the fare, despite the length of the trip. It is frustrating to watch non-payers jump on every single day. This is unacceptable and contributing to our discontent with the overall transit system, especially when we start discussing raising rates on already paying riders.</p>
<p>Please start requiring payment and stop allowing drug use on your transit system. More enforcement will increase willingness of paying customers to use transit.</p>
<p>I *always* forget to tap off, so in essence I always pay a flat fare anyway, right? I *always* use light rail when I am traveling in a direction that it makes sense, so changing the fare will neither encourage or discourage me to ride.</p>
<p>I gravitate towards fare Option 2. Option 2 is easier to remember, easier to budget, helpful for those that could possibly struggle with fluctuation costs (socioeconomically or language based), and a better experience overall. Commuters that can't afford to live closer to their work shouldn't be "punished" with high fees. If commuters know what to expect, that gives familiarity and stability during our rides. Option 1 seems like it could become a headache, too much to keep track and it could still end up costing us more if we forget to "tap off".</p>
<p>Keep the distance based rates and instead of increasing rates provide safe, clean, reliable transportation to increase riders (and revenue) and charge ALL riders.</p>
<p>It's much less about the fare structure and much more about HEALTH and SAFETY.</p>
<p>Get people off of transit who are using it as a drug lab, motel, shower (really), etc.</p>

<p>I would love to take transit EVERY DAY and I would I there was enforcement that led to HEALTH and SAFETY for riders and drivers.</p>
<p>1. All riders need to pay thier fares. 2. Non paying riders need to be exited from public transport. 3. All illegal drug use and other related unsanctioned acts need to stop. 4. Park-and-rides should not have use fees attached. I am already paying my taxes, my car tabs and when I use Light Rail, I pay my fare. 5. Focus on those who are not paying thier car tabs and not paying thier fares.</p>
<p>Ultimately, this is a public service. It's not Transit's fault the city /state imposes financial yield goals, but the intent to "recover" money from the people who need the service in the first place is ridiculous. The light rail should continue to be a consistent and affordable form of transportation, regardless of how much cost is recouped.</p>
<p>If either option is chosen, it's important to me that the transfer option remain. I often take both the Sounder train and the light rail, and knowing that I am only charged for the most expensive leg of my trip is extremely helpful for budgeting and affordability.</p>
<p>I am an annual pass holder, so fare doesn't directly affect me, but I think the tap on tap off system confuses people and tap off especially slows down traffic at peak times because there are way more people than machines and the machines are slow. I think a lot of people skip tapping off just for convenience, meaning they pay the max fare.</p>
<p>Flat rates are simpler to understand, so ST should use them. Match Link fares with ST express and Metro.</p>
<p>The complexity of tapping-off is nuts.</p>
<p>Can we have an additional tap for escalator or elevator use, to apportion costs with maintenance?</p>
<p>Perhaps create zones? Some stations are close to each other and in theory you could walk to the next one but others are very far from each other. Perhaps all of downtown should be on the same pricing zone.</p>
<p>Please do a better job of fare enforcement. I feel like a fool for being one of the only people in a crowd trying to pay my fair/fare share. I don't know why ST has refused to designed their systems to enforce fares similar to other successful mass transit systems in the world. Funnel people through toll gates, funnel people back out through toll gates. The social engineering to make the system more equitable has also made it so confusing and embarrassing. I am ashamed to show it to out-of-town visitors.</p>
<p>Should cost the same as the bus. It's a joke that it isn't.</p>
<p>Either option is meaningless without fare enforcement and clearer signage on how and when to pay at each station. Turnstiles should be considered.</p>
<p>Either way that the fare will be structured, what will fare enforcement be? I frequently observe people not tapping on (especially at Capitol Hill in the afternoons) and when I exit at Roosevelt station I would say less than 50% of the riders leaving at the exit I do tap off. I question how many actually pay their fare and would increases need to happen if everyone appropriately paid their fare currently?</p>
<p>The idea of traveling further means paying more is already easy to understand. Although if I traveled further, I would prefer the flat rate. But distance-based is more fair!</p>

<p>for me the flat rate would be ideal! I do understand that there may be others who could struggle under both options, but would find the flat rate option doable. I do think that there should be consideration given for our seniors and those who are disable under the reduced fare structure. Not all of them can afford an increase on a fixed income.</p>
<p>Make transit free!!!</p>
<p>As a Seattle resident of 25 years who left Seattle, public transit was one of the few things that I could say was pretty decent about the Seattle area, but outside Seattle it is usually abysmal. If a variable rate is instituted it's just going to confuse and put more people off who live outside Seattle and punish them for existing. Please consider a lower flat rate so that people who had to leave Seattle because of outrageous cost-of-living prices are not hit hard on yet another cost of living. Thank you.</p>
<p>A flat rate makes the overall customer experience easier, which is something Sound Transit is must improve. It also helps tourists use the ticket machines faster.</p>
<p>Most subway systems around the World use a distance based fare structure, it's not complicated. In London for example you have to scan your Oyster Card to get through the turnstile at both your origin and destination stations.</p>
<p>Simple, easy and everyone pays.</p>
<p>I live in Snoqualmie and you geniuses didn't build parking at light rail stations. Study your betters in Denver.</p>
<p>I have paid the full fair so many times because I forget to tap off. I wonder if you've looked at the data and tried to predict how many people forget to tap off.</p>
<p>A fare system without tapping off would be more legible for visitors and low usage riders, simplify daily and monthly pass logic, and allow for much easier potential to implement fare capping in the future.</p>
<p>Pay for what you get.</p>
<p>Flat rate for one stop trips seems a bit pricey for downtown locations and would encourage me to walk more. However daily commuters heading to the east side may be discouraged from using the light rail if driving is an option</p>
<p>Metro buses are flat fare, so you only tap when you get on. When riding the Light Rail recently, there were no signs about tapping when getting off. With either option, there should be some additional signs and messaging: "thank you for tapping before you got on," "don't forget to tap before you leave your station," etc.</p>
<p>A better option would be to eliminate fares</p>
<p>Distance based only works if you have fare gates where people actually are forced to swipe in/out, otherwise tapping off is hard to remember.</p>
<p>Long distance riders will already have a much more comfortable ride because they will be able to get seats on the train while short distance riders will often have to stand. It would be very unfair for the short distance riders to have to pay the same fare for a shorter, less comfortable ride.</p>
<p>Make it easy in people and plan for the flat rate of \$3/ride</p>
<p>The distance-based option is ludicrous without turnstiles that require people to tap their Orca cards. How can you tell how far someone went without knowing where they exited? Every rail system I've used elsewhere has turnstiles that require tapping on and off. Also turnstiles cut down on people using the trains for shelter and drug use. I would use Link more if I didn't have to deal with people abusing the system. My wife has experienced people in mental crisis shouting at no one, and spitting at her, laying across several seats and being otherwise disruptive. The no turnstile system is allowing such people to deter regular</p>

<p>commuters from using the system.</p>
<p>If you think people are too stupid to figure out the distance based fares, make it a flat fee for those who pay cash at the station and keep the distance based fees for those who use ORCA.</p>
<p>And start writing tickets to riders who don't pay. Enough with the warnings. As someone who rides for work and pays out of pocket, I'm getting irritated by the evening crowds who pack the trains going to concerts and sporting events who I assume (based on reporting) are not even paying for the ride. When I have to wait one or two extra trains to get on its very frustrating, to say the least.</p>
<p>Flat rates are just easier, and the cost difference isn't significant unless you make 1 or 2 stop trips a couple of times a day. Either way, it's a great deal compared to driving and paying for car upkeep and parking.</p>
<p>Pay more if you use more. The only confusing part is lack of clarity for the need to tap out. No signs, no turn styles, etc. Fix that.</p>
<p>A flat rate is simply unfair. Instead, the distance based fare is fair because you pay for what you use without subsidizing others fares or relying on other to pay your fare. Everyone should pay for what they use.</p>
<p>I don't want the system to subsidize or prioritize suburban riders over inner-city riders, but I do think a flat fare is easier to understand, especially for tourists or new users. Not having to tap off at the end of a ride would make the riding process better too. Also, sound transit shouldn't rely too heavily on fares. Of the other local transit systems I've used, none have had a distance based fare. I would almost say that a flat fare within the city, combined with a distance based fare outside of the city makes the most sense, but that might also be tricky for people to understand.</p>
<p>The tap off step is not well-known. I've been using link for years and never knew about it. Looking at the people getting off the link, it seems that people don't know about it because I've never seen anyone do it.</p>
<p>For a system which such variable trip lengths distance based fares just make more sense. Link is unique in being really abnormally long for a light rail system which is why standard flat fares that are used elsewhere don't make sense here.</p>
<p>Flat fare is better. Also, the fare should be very low to encourage ridership and get cars off the road</p>
<p>Most people never pay so why does it matter? Until there is a barrier to entry until you pay this is going to continue being an inefficient system reliant on monthly passes and the suckers who pay per ride.</p>
<p>The flat rate favors my use of light rail from Northgate to airport. But if I take a class at UW then the distance rate might be better since I would be going two times a week. Do you have data to see if most users are traveling shorter distances daily?</p>
<p>Let's start enforcing paying your fare.</p>
<p>As someone new to the Seattle area, I find myself confused by the "tap-off" idea - anything that eliminates a potential for fare evasion seems reasonable to me. Additionally, I hope that Sound Transit can and will implement harsher penalties and incentives for people to pay their fares. As a commuter, I'd estimate something like 90% of people I see don't tap -</p>

<p>that's unacceptable.</p>
<p>My first thought was distance based has everyone pay their fair share but the flat fee allows low and fixed income riders to commute for a more affordable fee. Based on providing assistance to those less fortunate I am choosing the flat fee option.</p>
<p>I think a \$3.00 flat fare is the best option. I don't feel I should have to pay more when I have to deal with dirty seats and breathing in drug secondhand smoke while so many others just evade the fare already. I also think tapping on and off is unnecessary.</p>
<p>It must be collected from everyone each &amp; every time. Non fare paying riders should not be tolerated.</p>
<p>All illegal drug usage must be eliminated</p>
<p>I feel that fares in Seattle are severely overpriced compared to similar metro areas (for example, fares in LA are \$1.75, in Chicago \$2.50, and \$2.50 in Portland, with day passes priced at \$6, \$5, and \$5 respectively), which without a fare capping system are particularly burdensome. I think Sound Transit and KCM should focus on increasing fare collection over raising fares.</p>
<p>Must put gates up so people are forced to action (tap in/tap out) and discourage non-paying riders. Must put better signage that tap out affects one's fare as that is not clear.</p>
<p>The cost range for distance based seems arbitrary. Double the distance does not mean Double cost. Therefore, having a flat rate makes more sense, but rate increase to more than \$3.</p>
<p>Flat fares seem like a no brainer. Especially given that we don't have turnstiles at stations, it seems much too easy to forget to tap off. Once we start introducing lines with less-than-desirable transfers, tapping on and off will be even more confusing.</p>
<p>Make it as cheap as you can, though. The NYC subway costs 2.90 to go anywhere and is certainly worth that amount ... can't say the same for our coverage unfortunately.</p>
<p>Flat fares are easy to understand and make transit more accessible.</p>

<p>I would love to see Metro's and Link's fares aligned at \$3.</p>
<p>A flat fare would make buying a ticket or day pass much easier, and have it be for the full system.</p>
<p>Charging riders who live close to the end of a line the highest fare seems unfair, and is certain to balloon fare disputes. As it happens, the people living close to the middle of the line tend to be richer.</p>
<p>There are reasons BART is the only all-day local passenger train that used distance-based fares. It does tend to dampen ridership at the end of the lines.</p>
<p>Link has the nasty feature of charging for the circuitousness of the route rather than how far a passenger moves away from their point of origin.</p>
<p>It is also problematic when a trip on Link costs more than a similar trip on an express bus that costs more per passenger to operate.</p>
<p>Turnstiles fix the problem of distance based. Need more data for how many fares are sold at each price and maybe an estimate of how many fares are "forgot to tap off" to be more certain about my opinion</p>
<p>\$0 or \$1 flat rate fare should be considered, subsidized by RTA and elimination of fare enforcement</p>
<p>As someone who lives in the city and uses it for short on-offs to move around this would in increase my cost a lot.</p>
<p>Flat Fare is much easier to understand and there will be no bottleneck at station orca. When you transfer between the link to the sounder or the link to the bus, that tap could miss your bus. It doesn't serve any purpose</p>
<p>Another option: Keep the current distance-based fare option, but ALSO introduce modern faregates at all stations to make it more difficult to ride without paying. No faregate system is 100% effective because people can always climb over barriers in certain situations. The faregate system doesn't need to be 100% effective in order to increase revenue and to reduce anti-social behavior by non-paying users on the trains.</p>
<p>I'd be willing to pay far more if it meant service through the night. The midnight cutoff really kills a huge ridership opportunity.</p>
<p>The flat fare is more like other metro train systems. While it may discourage shorter trips, it seems like a more streamlined approach.</p>
<p>The tap on and off model is not a secure form of entry to guarantee payment. For either scenario a more secure method of payment is needed similar to other transit subway systems.</p>

<p>Simplifying the fare to a predictable, one-touch (tap on) payment makes sense.</p>
<p>There are not enough card readers at stations to bother with tap on &amp; tap off, especially when there are full trains boarding &amp; deboarding.</p>
<p>Deboarding especially is hard because everyone needs to use the card readers all at once, making the readers a choke point at exits. If you are in a hurry to make a connection to a bus or other transit mode, you cannot always wait to tap off, meaning you wind up charged the max fare and penalized because you needed to transfer.</p>
<p>Distance-based fares might make sense to reconsider once the ST3 system is built out and there are lots of different destinations, but for two lines with so few stations, it's unnecessarily complicated.</p>
<p>I think a simplified flat fare also will help encourage people to more longer round trips or to use transit over driving when they are traveling longer distances.</p>
<p>Even at \$3 flat per ride, light rail would still be more affordable for short rides than any other mode except bus. (Scooters &amp; bike share rides are never &lt; \$3.)</p>
<p>Consider a combination of flat rate but ability to tap off and get a refund for shorter trips. It's easier if generally tap off is not required, but would be nice to not have to pay full price for going just a couple of stations, e.g. downtown Seattle stations.</p>
<p>I have an annual passport paid for by my employer (of which I am part owner). Thus fares are less of a concern. However, when I ride other systems, I find flat fares easier to understand. On the other hand, I would like as many people as possible to use light rail, so the lower cost of short trips might be better. I am sure your ridership people know best which option is best for riders. As a business owner who pays for passport, this program is highly valued by our staff and I find it to be a great deal and strongly support it.</p>
<p>Increase in fares should come with increase in service quality.</p>
<p>Set the flat rate fare as low as possible to encourage people to use light rail.</p>
<p>I prefer European style regional zone pricing. And higher if you go through more than 1 zone.</p>
<p>Lacking that— I'd go with Option 1.</p>
<p>Flat fare is easy to understand and you don't have to deal with tapping off. The New York City Transit Authority has always had a flat fare system and it works well with no real complaints.</p>
<p>I think many don't realize there is distance based fare and don't tap off and just like light rail is expensive. My sister was one of them. I only tap on boarding because I have a pass.</p>

<p>Whatever the choice, put in toll gates. Without them, only the honest pay. I saw my first fare enforcers in years today. We need to ensure the paid ride percentage is above 90%. As it is, it's a joke. The distance based is the most fair. Toll gates would make this easy and enforceable. Also, we need to have digital cards like the rest of the world. We are a tech hub with a toll system from the 1990's.</p>
<p>If moving to a flat fee, you should consider a discounted rate for monthly pass holders, particularly to accommodate those who buy regional passes and might only travel a few stops as part of their daily multi-transfer commute.</p>
<p>The flat rates will absolutely disincentivize short trips around the urban area, which is the area that is prone to traffic congestion as well. I take light rail 3-4 stops typically and I will absolutely stop taking the light rail and drive if it starts costing the amount it takes to drive and park.</p>
<p>The issue with fares is not that the system is complicated, it's that nobody feels the need to pay. Please get with most of the rest of the world, have fares that are distance based, and most of all enforce or put in turnstiles at all underground or grade separated stations.</p>
<p>I currently use an annual pass purchased through my employer, so the changes would actually have little effect on me, personally. I have a slight preference for' the flat fee as being a little less complicated.</p>
<p>I generally think that more use/longer ride should pay more. Even the higher price would be much cheaper than the alternative for those taking the long distance rides. Short distance riders might decide not to take light rail if they have to pay a maximum flat fee.</p>
<p>Before allocating a higher fare structure, enforce fares in all our transit systems. If no fare is paid then no ride should be allowed. I observe so many who DO NOT pay any fares. We need to respect taxpayers and fare payers who are funding the system.</p>
<p>I could go either way. For those traveling a shorter distance, they would favor distance option.</p>
<p>Currently live in Chicago, and the CTA ( 'L' - our subway) is 2.50 for a ride. any distance, with a few transfer spots where it doesn't cost to change lines, even a few "out of station transfers".</p>
<p>If you would just put in turnstiles at every station, like every other light-rail city does, to properly collect fares from riders, you'd have far less of a \$\$ problem! Only in Seattle would a system be so stupid....</p>
<p>We should be encouraging people to take quick light rail trips rather than Ubers. So why punish people for only going a station or two?</p>
<p>You don't need higher fares. You need your riders to all pay. Put in turnstiles and have everyone pay and then you won't need to increase fares. Every single other major city with rail has turnstiles- except this one.</p>
<p>Flat rate fares could make short trips downtown unaffordable for some income levels</p>
<p>My cost of living in city is higher already so to have to subsidize rides for those living outside the city is just not fair. My taxes already help fund it. The fares should related to distance, as does the cost of any other form of transportation</p>
<p>The current distance based fares require me to manage and pay attention to funds on my card, even when using an Orca pass, and causes me confusion when I want to hop off the train for a midway stop on a longer journey. I'd rather pay for a monthly pass and never again have to think about it.</p>

I think a flat fee is easier to understand and budget for, since it would no longer matter how far a person is traveling with regards to how much they pay. This would encourage people to use the rail for longer trips, since going two stops or ten stops costs the same price. I know some people who don't tap on because they always forget to tap off and don't want to be charged the full cost, and they would no longer have to worry about that. Additionally, busses changed from distance based fares to flat rates and it was successful.

Stop trying to subsidize suburbia and people that almost never take public transportation. The focus should be on the urban parts of Seattle, with the highest rate of non-car ownership.

Flat fare rates would make it easier to have a monthly pass. Right now there is no way to buy a "real" unlimited monthly pass as a customer, since the passport program is only available through an employer. You need to have extra fare available in your epurse to cover longer trips you might make. A flat fare makes it easy to pick one level (whatever covers all link fare) since it will likely be enough to cover any incidental bus fare as well. It also makes it easier to have a card for out of town guests to use occasionally, since they might remember to tap on but not to tap off. Tapping off has also been stressful occasionally, such as when there's a queue (better now that most stations have additional machines) or when the machines are out at one leg of your trip (like recently all the machines at Othello station were out)

I'd use link light rail regardless of the option.

Consider a zone-based system similar to the one that was in place for ST Express service prior to 2020. Intra-county trips could cost \$2.50 or \$2.75 to match local King County Metro/Community Transit service and inter-county trips could cost a higher rate. My concern with the flat fares at \$3.00-3.50 is that for shorter trips people may opt to crowd onto local buses or shift away from transit entirely. If ST cannot afford a flat fare that is similar to those currently offered on local buses, then as small of an increase as possible to the distance-based fares would be preferable. Fares for shorter trips should not exceed the cost of comparable local bus service.

Why does the price need to increase? The more people that are able to take the light rail reduces the amount of drivers on the road. The reduction financially benefits Seattle and the other cities the light rail serves including the following: 1) reduces the potential for car accidents thus allowing public service officers including police and firefighters to focus their attention elsewhere; 2) less drivers on the road reduces road degradation, allowing for the roads to last longer and reduces needs for expensive maintenance; 3) less cars on the road means less environmental degradation from storm water runoff, air pollution, noise pollution; 4) the less people have to spend on paying for the light rail, the more they will have to spend- this applies to people of all classes. They will be able to buy more food or stimulate the economy elsewhere; 5) thinking long term, free light rail is what is best for western Washington and best to reducing individual climate change contributions. You would think taking public transportation would be incentivized and a priority for the region and DOT.

I am a Seattle resident, and most of my transit trips stay within the Seattle city limits. I would be sad to see Sound Transit increase the Link fare for these in-city trips to be more than what King County Metro charges for a bus ride. This is especially true now that Metro has restructured its bus network in north Seattle to force a Link transfer for many in-city trips, and plans to do more of this once Lynnwood Link opens. Where before I could pay a single bus fare to get downtown, now if I have to use Link for the same trip, and it costs more than a bus would cost, it doesn't feel like an improvement. For this reason, out of the two options presented I prefer the distance-based fares because they have a lower minimum amount for the shorter trips that I tend to take. I don't go to Everett or Redmond or Tacoma very often and don't mind paying a bit more when I do, because that trip was legitimately more expensive to provide.

<p>How is it in Europe and other countries where metros are already existing and the demographics are similar to here</p>
<p>Fare of \$4 or more I believe will be a strong disincentive to be using the service. While it may be entirely reasonable for the service provided I believe it will be a 'breaking point' fare. Yes, many other countries/cities use distance based pricing - when I see those my experience is they are well BELOW the \$4 maximum.</p>
<p>Almost every other major rail network I have used has distance-based fares, even though they are slightly more confusing. This will disincentivize people from taking the light rail one or two stops if they have to pay the full fare, which would be unfortunate as it would result in more car trips.</p>
<p>Distance based fares seem to be the best option.</p> <p>Those would best address the higher operating and maintenance costs longer distance trips impose on the system.</p> <p>Thus it would also be the most equitable option as those who use the system most will bear the larger share of costs.</p>
<p>You should also consider increasing your fare compliance by kicking off non paying riders, requiring passengers to provide ID when they haven't paid to ride &amp; fining your passengers who don't pay to ride. Increasing fare revenue by requiring all passengers to pay would eliminate the need for a fare increase. This would be the most equitable &amp; fair policy</p>
<p>In Rainier Valley, we are fortunate to have 4 Link stations. As a result, many people use Link for everyday errands, like going to the grocery store or to a nearby restaurant. These shorter trips should be encouraged with a distance based fare.</p>
<p>Yes , actually start enforcing fare payments</p>
<p>Over 2/3rds of people I see ride don't tap on or off</p>
<p>The flat rate system is far simpler and easy to understand. It is attractive and will increase ridership.</p>
<p>The tap out is confusing, particularly in that there's no turn styles or any tickler to remind people. The flat fare is easier, but less fair.</p> <p>In NY, someone told me that after a certain number of rides, they don't get charged anymore. So some sort of weekly or monthly maximum might help.</p> <p>I get a subsidized Orca pass from my employer, so I don't think about the cost - but I will after I retire in a few years.</p>
<p>Someone coming from downtown to SeaTac cannot paid the same fare from someone coming from Rainier station to SeaTac that is not smart.</p>
<p>Distance-based fare tends to be inherently regressive since people of lower income tend to leave farther out where housing is more affordable. The lower fare for shorter trips will often be a moot point if you have to transfer to/from a bus that has a higher fare. It's also just an added learning curve and extra annoyance to remember to tap off, or forget and pay the max fare. If fares go up, it makes accidentally paying max fare even worse!</p>
<p>Metro buses use flat rate fares regardless of how far you are traveling. Much easier to use.</p>
<p>I ride only within downtown Seattle, this would significantly increase fares for me</p>
<p>Riding the train a few stops should not cost the same as from Lynnwood to Tacoma. I would prefer the minimum fare be reduced for shorter distance trips of a few stations.</p>

<p>I frequently take the light rail one stop to work where it is not bikeable (SODO) and having flat fare would make this quite a bit more expensive</p>
<p>There are not a lot of Link alternatives to travel within Seattle and this may push some trips onto metro where Link becomes more expensive</p>
<p>It seems the majority of riders do not pay to ride the link. Getting passengers to pay would significantly increase revenue.</p>
<p>I live in Capitol Hill and use Link regularly to go to downtown Seattle and SeaTac airport. I pay \$2.25 from Capitol Hill to downtown Seattle stations (including Stadium Station for Mariners games) and \$3 to go to SeaTac. With King County Metro busses a flat \$2.75 fare, the \$2.25 fare to downtown Seattle encourages more people in and around downtown to take Link over King County busses. If you change Link to a \$3+ flat fare model you are greatly increasing the fare for short trips in the \$2.25 bucket and would discourage taking Link vs a bus when getting people *off* the roads and onto the protected right-of-way that Link uses is preferable.</p>
<p>Another thing you haven't mentioned is whether you'd rethink the way the Puget Day Passes work. ORCA needs to implement a max fare cap per day of the equivalent day pass rate. That is, I should be able to just use my ORCA card on a per ride basis and when I've spent the max of \$8/day (or whatever the Day Pass rate is, but it is currently \$8) then my charges should be capped for the remainder of the day. The present system makes me guess *before my first ride of the day* whether I'm better off buying a Day Pass and loading it onto my ORCA card or pay-as-you-go. Please implement pay-as-you-go with a max of the Day Pass rate as is done in other cities around the world (e.g. Transport for London (TfL) and their Oyster Card system).</p>
<p>A single their system would make it easier for people who don't qualify for the low income fare are not disabled to be able to ride the system. It would also follow up with a lot of other system around the country and around the world therefore allowing tourists to our region to travel to places that light rail can take them.</p>
<p>We need to economic and physical reduce barriers riding transit. Going with a single regional fare across all modes (Link, ST Express, Sounder) makes sense as Link expands and riders are encouraged/forced to replace their old bus trips with new rail trips. We should avoid situations where a newly eliminated or truncated ST Express route at a new Link extension station would add cost to riders' journeys due to the difference between the ST Express flat fare and the Link zonal fare. Similarly, it makes little sense that we entice riders to take ST Express between terminals that are well-served by Sounder by offering a substantially lower fare. See 590 (regular adult fare \$3.25) vs Sounder Seattle-Tacoma Dome (regular adult fare = \$5.25). This adds demand to 590; those resources could be reallocated to other deserving corridors of Pierce Transit-operated ST Express.</p>
<p>It won't matter if you don't put some type of infrastructure at your stations. People can just walk onto trains now with no barrier to access. I rode the light rail for a year before I realized I should have been paying. There needs to be a barrier to access that enforces fares, such as a turnstile or the train should be totally free. It currently feels like a "pay if you want" system.</p>
<p>Thank you for your efforts to understand your ridership.</p>
<p>The highest priority should be to encourage people light rail. Whether that be through cheaper or easier to understand pricing.</p>
<p>Longer trips should be more expensive, it makes sense. And you lose ridership if you charge everyone the same</p>

<p>While I understand the need to increase fares to keep trend with inflation and ensure that the system can meet the financial goals required of the expansion, I have strong opinions about increasing fares during a time of sharply increasing inflation and reduced household incomes. Many people are struggling, and it is unrealistic to expect all passengers, especially those of undeserved communities and those in financial hardship, to know about, or understand how to apply for, Orca Lift. I also think that it would be silly to change now from a distance-based system to a flat rate given that a) the fare-paid zone work has installed many, many signs that read "fares calculated by distance" at multiple stations, which would need to be changed, and b) many people especially in the downtown core use Link for short trips that only last a station or two that may be pushed towards using other modes due to the steeper price. If the agency does choose to continue with fare increases, please ensure better training for in-the-field staff about how to apply for Orca Lift, and perhaps consider expanding eligibility criteria. The least the agency could do is ensure that riders experiencing hardship can more easily access reduced fares.</p>
<p>ST should save money by not having Fare Ambassadors. Honsetly, ST should not charge a fee for users but rather charge employers/cities.</p>
<p>Sound transit needs to enforce payment of fares. When at the station I typically see less than half the people tap on. These are not homeless but people that probably could afford passes or have passes. They don't pay as there are no consequences for not paying. The Fare Ambassadors are a waste of money.</p>
<p>Eliminate all fares, make public transportation FREE!!</p>
<p>You should not penalize the people who have been loyal to the core light rail by charging them a flat rate that is the same as those who ride from the new, further distances. The distance-based fare makes sense. If revenue is a concern, focus on the thousands of fare absconders daily.</p>
<p>If you switch to a flat fare, please work with ORCA to simplify the monthly pass options too! As it stands, this switch would effectively increase the cost of the base monthly pass that most people need to buy, &amp; it's important to make sure monthly passes remain easily understandable and affordable.</p>
<p>Charging the same to ride one stop or many miles is not reasonable and would discourage me from commuting via light rail. I would still use it to get to the airport (as I do now), which would be a bargain at a flat rate.</p>
<p>Tapping on and off is dumb.</p>
<p>It would be nice if Security got ON the train &amp; stopped folks from taking up two seats AND made able bodied &amp; 20'somethings get OUT of the seats designated for Seniors &amp; Disabled</p>
<p>Make the same change on Sounder</p>
<p>Keep base fare the same as it is now. Or, even lower it.</p>
<p>Do NOT do rush-hour premiums.</p>
<p>Flat fares should never be more than a similar bus trip</p>
<p>In New York there are turnstile so that people have to swipe in or swipe out - maybe consider something like this so that people wouldn't be charged extra by forgetting to "tap out" of the exit...</p>
<p>Distance based fares are more fair for current users of the system. Flat fare is a subsidy for suburban residents paid for by city residents. Suburban residents already get huge subsidies with free parking garages and stations that don't attract the same ridership as those</p>

<p>in the city.</p>
<p>I don't like being charged the highest fair if you forget to tap off. It seems complicated.</p>
<p>I think to encourage people to use the transit, keeping the price point lower is important. I also think flat rate makes more sense than distance, especially if people can avoid tapping off. I plan to use the light rail from Lynnwood to Seattle for Kraken games and other event more often once the station is open there.</p>
<p>I understand that if somebody forgets to tap off, they are charged the highest rate, but you are charged the highest rate if there is no tap off. This is because there's only one rate.</p>
<p>Flat fares would make the system easy to use, especially for folks who are not used to "tapping off" at their end location. It can also be hard for new users to know to "tap off" because ST doesn't have fare gates at any of their stations, so there is very little visual reminder of the need to tap on/off. I think a flat fare will help people who forget to "tap off" because they will be charged the same rate rather than a higher one for an honest mistake.</p>
<p>There are numerous other options for people who travel short distances but not that many for long distances. Or why not have a 2\$ start fee and charge 50cents or whatever each stop you go. Also living within Seattle is incredibly expensive some people can only afford to live further out.</p>
<p>It simplifies the travel, just like busses.</p>
<p>Please include in both options an 'all day' rate so that a rider can easily move around downtime without additional cost for each leg of the trip? The flat rate is good if it is low enough to encourage use for short trips.</p>
<p>I strongly oppose both options because Sound Transit continues to deliver incredibly poor service that is very very unreliable. Link light rail is far and away the worst performing rail service I have ever regularly used in any city I have ever lived in. Despite being relatively new, it breaks down, shuts down, and/or is delayed far more often than say a 100+ year old system such as the New York subway or London. It is clear that both ST and Metro do not know how to operate the system nor do they particularly care about keeping passengers moving. There are often multiple breakdowns and shutdowns on the same day. Until ST can get a handle on this, you should absolutely NOT be looking at higher fares. Having said that, the flat fare would be devastating - why would anyone pay more to gamble on a train that might be delayed half an hour to go a short distance. Or that might not show up.</p>
<p>I've been to Japan and Europe. In Japan specifically, the trains I rode were distance based fares for the entire country. I didn't speak the language but it was super easy to use and understand. I'm not sure how anyone can disagree with Lynwood to SeaTac costing more than Redmond to Bellevue</p>
<p>Gods, please just go to flat rate. It would make a monthly pass so much easier to understand and acquire, and it streamlines the whole process of fares. It would keep orca cards from getting "backwards". And it should also mitigate (but not remove entirely) cards being blocked because they get too far in the negative.</p>
<p>The cost to go from Angle Lake to the airport is one stop. It is the most expensive single stop visit. It seems utilizing it for one stop in any way is costly and a defeats the purpose of being able to use it daily- especially round trip. Pay \$5 plus dollars to use it foe one stop each way from any starting/ending point is expensive.</p>
<p>Either way, you still allow riders to smoke/use drugs on the trains. Last time I rode, I was yelled at and harassed by a drug user because I was watching him to ensure smoke and he would not get near me. Others had already left the back of the train. I can't believe this is allowed. There were zero security people from Seatac to Northgate.</p>

<p>So many people don't tap their cards or purchase a ticket. Are you making those of us who pay a fare, subsidize all those adults who don't currently pay a fare?</p>
<p>The flat rate is obviously easier to understand, but more expensive if you're just taking a short hop, or at least not going from one end to the other. I like the distance-based fare better.</p>
<p>I don't really consider the cost of my Link trip, only if it is the most convenient option for transit. I don't consider cost because I pay an upfront amount for the whole year for an ORCA card through my employer. I rarely see people tap on and off of the light rail, so I think if they only had to tap once, they would be more likely to do so.</p>
<p>I am a senior, so most of the changes would not effect me.</p>
<p>Distanced based fairs are likely to punish lower income transit users who have to travel longer distances for work and other necessities. The flat rate option sucks, too, when we are already strapped for every dollar. But it's better to spread out the burden of this than to punish transit users who travel long distances.</p>
<p>I like the idea of not having to worry about tapping off with flat rate. Distanced based is probably more fair to those going a shorter distance, but the overall rate should be lower if current distance rates are averaged out.</p>
<p>A specialized zone pricing for areas that have fewer other options to get to and from downtown Seattle and have been underinvested in (South Seattle, Seatac, etc.) are charged less would be ideal. Have built-in systemic cost offsets to support riders that may have a hard time accessing subsidized ORCA.</p>
<p>I think this avoids the real issue of no paying riders. As a frequent rider, I commonly see people with a \$5 latte in one hand and an expensive cell in the other who don't tap. How can you increase fares when you reward people for paying nothing? I don't wish to be rude, but to discourage civic responsibility is insanity.</p>
<p>Fare increases would be unnecessary if you had a system (turnstiles) that promoted payment. I see less than 10% of riders pay. I've ridden train systems around the world, and your payment enforcement system is by far the worst. It is demoralizing to see all those who don't pay, and take advantage of those that do.</p>
<p>Flat fares are easier to understand and explain to newcomers. "Tap off" is confusing without fare gates and easy to forget.</p>
<p>Since I'm doing Sr rate, the above doesn't really affect me. I tried to answer as if I was still working and affected by the options.</p>
<p>Distance-based fares will be too confusing because travelers now don't always understand the tap on/tap off concept.</p>
<p>I often ride between Roosevelt and U-District. If I had to pay the same fare as someone who traveled from Lynnwood to Westlake, this would feel profoundly unfair.</p>
<p>For shorter distances there are other buses which people could take so I like incentivizing longer distances on Link to get more cars off the freeways</p>
<p>Whichever is chosen, ENFORCE it. So many people ride without paying, and there is no consequence</p>
<p>A Link ride should cost the same as a ride on ST Express. Currently ST Express charges a flat fare, meaning someone can ride from Seattle to Gig Harbor for the same cost as a ride from Seattle to Mercer Island. It's not entirely fair, but it's what is already baked into the cake. What is truly unfair is charging distance-based travel on one service but flat fares on another.</p>
<p>I'd like to present option 3: zone based fares (a hybrid of the first two)  <a href="https://drive.google.com/file/d/1QX5TdRz4GJgGs-v6JvxXue8lgrv1N25H/view?usp=sharing">https://drive.google.com/file/d/1QX5TdRz4GJgGs-v6JvxXue8lgrv1N25H/view?usp=sharing</a></p>
<p>A flat rate would be nice.</p>

<p>Mostly I'm concerned that flat fare will push more money conscious people onto slower buses for many shorter trips that people would use light rail for today.</p>
<p>As you stated flat rate punishes short one stop riders.</p>
<p>Paying for public transit is ridiculous. It should be free. It's a public service.</p>
<p>How are transfers between bus and link changing?</p>
<p>I would like to see the flat rate because it would be easier to use the orca card readers,</p>
<p>Enforcement that everyone taps on at the start of their trip. The honor system isn't working very well.</p>
<p>I am most interested in minimizing the impact to lower income riders. Has an equity and impact study been done? I don't know which is better for low income riders.</p>
<p>FARES: you need to do a better job of making sure people pay fares. I see lots of people hop on and off without tapping an orca card. Its unfair to people to who pay fares!</p>
<p>In no case should light rail be more expensive than taking the bus.</p>
<p>I travel by Link Light Rail several times a week, always tapping in and out with my Orca card. It's easy. The distance-base fare makes sense by keeping short rides more affordable. This is what successful systems like London and other European cities use. If more revenue is needed, make sure that all passengers pay. Many currently don't-- they just walk past the card scanners. Rides should not be free-- everyone should be responsible for tapping in and paying something, even if it is a minimal fare for low-income folk.</p>
<p>I can foresee many many people forgetting to "tap off" when they end their trip resulting in the highest fare regardless.</p>
<p>Flat fare rates disincentivize taking the light rail for only 1 stop. I'd be more likely to seek alternatives that are lower cost, like the bus or bike.</p>
<p>Flat rate fares would be force urban transit-dependent users to subsidize suburban commuters, who tend to be the least cost-restrained. It would also make riding Link within the city more expensive than the bus, forcing cost-restricted riders to switch to less efficient modes. All in all, it makes Link's use as an urban rail system far worse without meaningful improvement to its use as suburban commuter rail.</p>
<p>Its unfair to charge people with passes more when you do not enforce the people that ride without paying.</p>
<p>I have concerns on the flat fee for families who have a more limited income resources. This will impact their bottom line - especially in the case where their workplace may not assist with commute costs.</p>
<p>Find a way to encourage people to actually PAY THE FARE. Too many people just don't bother to pay with no penalty!</p>
<p>Sound transit does not need to raise fares. It needs to collect fares. As a fare paying passenger why must I have an increase when so many people don't pay at all? That is the real problem. Just collect the fares people are supposed to pay now and a fare increase will not be needed</p>
<p>Flat fares make no sense with the size of system we will have in a few years. Discouraging shorter trips with a flat fare goes against sustainability and usability goals.</p>
<p>one fare disadvantages short trips, and unfairly subsidizes long distance suburban riders, who drive to light rail anyhow.</p>
<p>From the information presented above, flat rate pricing seems easily the better option. However, the devil is always in the details. Drawbacks did not get much exposure. Is a higher proportion of ridership short distance trips? If so, could the increase in per trip cost cause a problem with reduced ridership trimming revenue?</p>

<p>Many people forget to tap off, resulting in the maximum fare. Additionally, it's confusing how much a ride will cost when going somewhere unfamiliar. A flat fare makes more sense.</p>
<p>I get an Orca card through my work, so the fare amount or type doesn't so much matter. What I want is for a fare to be charged to keep up the standards of safety and cleanliness on the trains.</p>
<p>The under-served population are going to suffer greatly with distance-based fares. Flat rate should also be for a round-trip within a certain timeframe.</p>
<p>People furthest from justice (BIPOC, lower-income, housing affordability and other place-based dynamics, etc.) live farther from the core of the city and may need to travel farther to access jobs and other resources for well-being. To make them pay more for travel because they live farther away seems like an additional injustice in which housing costs, red lining, and other "Othering" factors already play a role. Flat fares, rather than distance-based fares, have more ability to distribute justice more equitably by helping those with less access to resources travel further if they need to for their lives, families, and communities.</p>
<p>You do not meaningfully enforce fares so what difference does it really make. My employer provides me an orca card but I rarely bother to tap. Why should I, you never check and even if you do, you don't enforce anything. And I get the fentanyl exposure for free!</p>
<p>Either way everyone must pay or Officially qualify for no or reduced fare with fare cards. I can barely afford to ride &amp; do not qualify for reduced fare - yet I see people sleeping, drugging, taking up seats who are not paying and do not have reduced or free ride cards. Fare policing must be done in the platform and not on the train</p>
<p>If the flat rate fare is \$3 or even \$3.25 I would prefer that but at \$3.50 or more the distance based-fare is preferable and not that hard to understand</p>
<p>Flat fare works best for out-of-towners and people who are not transit savvy.</p>
<p>Flat fares punish those who live in the core of the system and benefit those who live on the fringes. This is not equitable nor is it fair. Those who travel further should pay more in recognition of the increased costs their use requires (driver, electricity, wear-and-tear, etc.). ST Express already has flat fares, which decreases my inclination to ride because it is so expensive; I could ride ST Express within Bellevue (e.g. downtown Bellevue to South Bellevue) for the same cost as riding Everett to Tacoma, which is insane.</p>
<p>I worry about the equity impacts of a flat rate. I have an ORCA card and don't expect to be impacted. It seems more fair that if I'm travelling longer distances that I pay more.</p>
<p>The few times I've used the Link Light Rail it is confusing for the people I was riding with to tap on and tap off. Our transit system doesn't have any other option that requires that. I think that making it a new flat rate is way easier to understand and remember to do. More than once, even though I understand about tapping on and tapping off, I've forgotten to tap off. I have no idea what happens to the fare then.</p>
<p>I want a *more-variable* distance-based fare! It shouldn't cost \$3 or \$3.5 to go from Westlake station to University St station (\$6 or \$7 roundtrip). Other cities are cheaper for short distances, though going to the airport here is always cheap (BART is maybe \$16 from the airport), and especially compared to \$60 Ubers. Going to the airport should be more expensive and short daily commutes should be cheaper. Why are we giving tourists and rich air travelers such a cheap price at the expense of locals? It seems totally backwards.</p>
<p>Also, because I didn't see a spot to put it: can we please get cardless systems with tap-to-pay (like NYC)? It would be amazing to not have to carry an orca card or deal with vending</p>

<p>machines.</p>
<p>Because I cannot afford to live closer to where I work I don't want to pay a higher rate to get to work.</p>
<p>Flat rate would further incentivize not paying at all for shorter trips under the current system. Fare ambassadors are less likely to catch 1-2 stop riders who would be impacted the most by a flat rate change. I have a mid-length commute, but also use the light rail for getting to/from the airport. Paying by distance feels more fair, even though for me personally it will average out the same.</p>
<p>I think sound transit would make more money if you added turnstiles for access to the light rail like in other major cities like Chicago. Would probably be better for safety as well and have less people take advantage of the tap on and off system which is like honor based.</p>
<p>As someone who commutes using both the Sounder and Link light rail systems, I think a flat rate would be a great option for me, as I am often commuting longer distances.</p>
<p>Public transit should be free</p>
<p>Fare collection and enforcement is the key. The vast majority of riders are NOT paying any fare at all! Which means that the rest of us who are diligently tapping our ORCA cards are essentially subsidizing our fellow riders who have no incentive to pay for their ride. Turnstiles or more rigid enforcement (something stronger than the Fare Ambassadors who are laughed at on the trains since they have no enforcement authority) would be a positive development. I certainly don't want to alienate nor deny service to disadvantaged or marginalized groups. Please provide these demographics with free/subsidized ORCA cards so that they can ride AND so that you can track the number and frequency of these riders. As it stands now.....you simply have vast numbers of non-paying riders on which you have zero data. That is a huge gap in your ability to understand and plan for ridership trends and behaviors.</p>
<p>An increase in base fare will likely have the result of more people not tapping on to begin with.</p>
<p>I commute to Seattle from Marysville, so while I would save the most money with a flat based fare, I feel a distance based model is better considering inter-city travel and especially considering the future of Link travel in the region.</p>
<p>I recently rode the Link and loved the speed and the cleanliness of the stations. However, as a senior rider on a fixed income, I am more interested in saving money than time. I agree that the riders you want to survey are full-fare daily commuters. Maybe reach out to them specifically by emailing the riders in the age 18-50 group?</p>

Without actual numbers, it is impossible to truly evaluate these options.

After the way sound transit handled car tabs and doubled down on continuing to use inflated cars values, sound transit showed that it was dishonest.

Sound transit fails to adequately provide validators at stations. Metro King County did a much better job of providing a sufficient number of validators. All validators on station floor have been removed which, greatly reduces convenience. I have on average had weekly validator problems. Put multiple validators per entrance and on the station floor, and maybe the increased ease in tapping Orca cards would actually improve revenue collection.

The fare ambassadors suggestion that a rider run two blocks to find a working validator is one of the most ridiculous things I've heard. The sound transit leaders who came up with this clearly don't use transit.

Finally, Sound transit deserves to be sued for continually violating ADA due to down elevators and escalators. That there are no Handicapped parking spots at the closest parking at Northgate station, adjacent to passenger pickup, shows a strong disregard for the disabled. Sound transit is not ADA compliant.

It is clear that sound transit leadership are not regular transit users.

Distance based is fair to how far is really being traveled

If you implement these increased fares it will harm more lower income folks who are just barely over income to qualify for Orca Lift. You should increase the allowed income so that poorer riders aren't as affected by this update to provide more equitable access to transit riders of lower incomes.

Consider raising the maximum income for ORCA Lift—many people who are right outside it still struggle with fare.

I see maybe one out of every 20-30 people actually tap off, and when they do it creates congestion in the station.

We need a max day rate. In Portland, if you buy enough trips throughout the day it automatically converts to a day pass so the rest of the trips that day are no additional cost. This is a much better system than worrying about how much each trip costs.

I'm concerned about low income people who can't afford living in Seattle will get hit with difficult height prices under the tiered option. Especially if they don't have employer subsidized transportation. Will employers who subsidize transit have increased prices to pay for each card such as King County?

Are there monthly light rail passes that people can buy that would offer a discount? Is there a way to "flatten" the range so that the longest distance isn't quite as expensive as it would be?

I love light rail and will use it when it's a good option.

Wish I knew how much it currently costs (\$& time) for people who do take light rail and/or bus from the new areas and how these price/transit time structures will impact them. And what they think.

I feel pretty indifferent about either option. I am willing to pay more for my fares because I believe in the light rail system and want to support it. So I would support whichever option will bring Sound Transit the most revenue.

I notice a lot of people don't tap off when they leave the light rail. I think they either forget, or just find it too inconvenient. Maybe they don't care about the extra 25 or 50 cents they're not getting back.

I favor the distance based fare. Because the farther people travel on the light rail, the more they are saving on gas.

The distance-based fare is more fair.

Side note - I think having youth ride free is costing everyone a whole lot more. I've personally heard of people 19+ who continue to ride free because they can get away it. And it encourages loitering on the trains.

We must stop this massive confusion of negative orca card balances due to not tapping off for light rail. Distance based fares over \$3.25 is already excessive.

Either option is fine, and I'll continue making use of Link light rail whenever possible, but I would really love to see a situation where we can fund ridership via another revenue option so there's no need to tap on or off, and rides are free for everyone. I don't know how this would look realistically. Presumably a tax on gas, car mileage, or something else. I would absolutely vote for a funding change like this.

I hate tapping off. Just go to a flat fare.

Enforcing fare payment would be a great first step to replacing lost revenue.

As a frequent light rail user, I rarely see folks tap off when exiting the train. Not sure if that is because they aren't paying at all or if they have monthly plans (and aren't aware they are still supposed to tap off). This is just an observation and I don't know if it really has an impact on picking one fare structure over the other. I have a monthly pass through work so I am not directly affected by the decision but my gut reaction is that flat rates are more understandable/easier to plan for.

<p>While distance-based fare may seem more affordable, it is not only confusing, but it ends up costing more for many people. There isn't enough messaging about the need to tap off when leaving the train (or the consequences of not tapping off), and sometimes terminals to tap off at are difficult to find, especially if someone is in a rush. Of course, this results in people being charged the maximum fare possible, and often causes people to accrue a negative balance on their ORCA card without realizing it, causing not only frustration, but additional confusion and hassle. Introducing a flat fare will be cheaper in the long-run and make a significant move toward transit being more convenient, accessible, and easier to understand for the people of the region.</p>
<p>I'm wondering how the charge would go for say day passes. If the plan would be to ride multiple stops throughout the day or to/from work, etc. It'd be nice to be able to have the option of paying once daily (same as one way) no matter how much time has passed rather than say to/from work (like the ferries) or only pay one time to ride all day or to/from trip (compared to the higher prices day pass). I want the costs to give me reason not to drive &amp; save taking transit (despite the added time).</p>
<p>Reduced rates for people in need (and make sure it reaches all people who really need it, based hopefully on income and not assets).</p> <p>The new rate structure seems to me like an improvement, based on the information provided here.</p>
<p>Flat Fare with pricing similar to the Sound Transit busses</p>
<p>I suggest turnstiles to collect whatever you decide to charge.</p>
<p>Add gates and/turnstiles regardless of the fare type.</p>
<p>Tired of freeloaders taking up three-four seats and not even paying.</p>
<p>It would be nice if there was a flat fee that matches the cost of riding the bus</p>
<p>Flat fare should reduce car trips from suburbs but discourage short trips. This is unfriendly to Seattle</p>
<p>Under option 1 tapping on and off could be time consuming. Not sure that would be practical.</p>
<p>Fares should be checked when boarding instead of "random" checks on trains that hardly ever happen. I have been riding the light rail every weekday for over a year and have had my fare checked once. It's not fair for prices to go up for people that actually pay when homeless people and others ride for free with no consequences.</p>
<p>Under flat rate option, i would be more likely to not pay a fare at all for the short trips I normally take. I'm willing to take the chance of getting caught. Is it really that difficult to tap off? Maybe more signage and reminders on the trains are needed. I've never seen a sign nor heard a message to tap off. Think tap off messages are excluded on purpose to raise fare revenue.</p>
<p>If we opt for new flat rate, fare should be \$3.</p>
<p>Flat fare makes far more sense. It is not at all clear that you're required to tap off at the exit station. Just make a tap/payment required when the passenger first gets on, and not have to worry about it while they're exiting. It will make life far more complicated for those trying to take the Link out of the SeaTac airport.</p>
<p>I fall into an income bracket that is a disadvantage to me. Therefore I receive no discounts for fare.</p>
<p>Not fair.</p>

Will I still get 2 hours of free transit after tapping my ORCA card?
If all users actually paid, you probably wouldn't need fare increases. Your honesty policy does not work. You need turnstiles or something to make sure ALL riders are accounted for.
Please increase security. Feeling safe is the number one factor in whether I ride. There is no security when you exit the trains and I have to walk a long way to exit the terminal. This leaves me uncomfortable. Especially given the amount of times I have witnessed people using drugs on the trains.
Flat fare would be most helpful in getting cars off the road as it would tend to make trips faster and less expensive for those making a commute rather than a more local trip.
It's currently unclear that you need to even tap off when you arrive at your destination. I do not believe this organization has the capacity to communicate clearly about a complex distance-based fare system.
A third alternative should be more fare payment enforcement. I see many riders not bother to tap on or off for trips. I have not seen anyone checked for payment of fares. Consider turnstiles or fare collection to better enforce payment. Until you eliminate the free loaders you will have no other way to meet your revenue goals except to raise fares for those of us who pay
My employer pays for my orca card so cost is not a concern for me. But I am concerned about light rail staying affordable for lower wage commuTERS.
A zone based structure like international cities. This could keep fares in line with buses (no gaming when to take link vs bus) and also have the fares scale with distance
It wouldn't cause me to ride it more often - either way you go. If you use to commute to work - you use it. Doesn't matter. What does matter is that you don't check fares - so a TON of people are just riding for free. you probably wouldn't have to change fares at all if people actually paid
ST needs to look at fares across all modes instead of just Link. With many ST Express and local bus routes truncating at Link stations, many people are losing one-seat rides to downtown at the same time as having to pay for a more expensive fare with potentially slower end-to-end travel times.
Please enforce the fares. As a light rail and bus rider, so many people ride without paying. Bus and light rail, without enforcing fares, creates a get away vehicle for people traveling, committing crimes, then leaving the scene. It's sad to see about 30% of people actually paying for light rail on my commute.
The flat rate could be harder on people who rely on light rail for frequent short trips, particularly in bad weather.
Flat rate makes it easier for tourists. A huge loss of revenue occurred by not charging during the All-Star game because of not tapping in any capacity.
Having a flat fee would simplify the whole system
Taking light rail for short distances is already relatively expensive. Making it even more expensive would create more traffic and hit a lot of people in their wallet.
For individuals paying for trips themselves I feel that being charged a higher rate for shorter distances is going to have a negative impact on how often I ride and will encourage me to strongly consider alternate transit options.
Until you figure out how to make all passengers pay like every other metropolitan area in the US (except maybe Portland), there should be no fare increase for those of us suckers that actually do pay every single time we ride the light rail. It's insane that you don't actually have to pay to ride. There is no consequence for not paying and the rest of shouldn't pay more because of it.

It is patently absurd that the fare would be the same to travel between two adjacent stations as to travel from one end of a line to the other. There does, however, need to be signage and indicators about the need to "tap off"; the first ten or so times I rode Link light rail, I was unaware of the "tap off" requirement and hence overpaid. If you had fare gates for both entry and exit, like the BART system in the San Francisco area, you would both reduce fare evasion as well as ensure passengers were paying the appropriate fare for the distance traveled.

Flat fee would be easier for people using light rail who are visiting from outside of Washington.

Whichever fare system you choose will not matter so long as you continue to refuse to meaningfully enforce fare payment.

Isaf'ska

## 8 APPENDIX D: OPEN COMMENT PARKING RESULTS

<p>The fare turnstile gates in Vancouver, British Columbia worked great for us when we visited there. Keep the freeloaders and drug addicts off.</p>
<p>- WA is already the most expensive state to live in and we are in an economical crisis as a whole in the country, this is one more item in that bucket.</p>
<p>#1 we continue to get hammered with no other options for true commuting and you're now going to put another tax on us.</p>
<p>#2 if you do install a tax on parking, then you should be sure that Orca card swipes can be used to pay for parking. Employers put money on those cards and commuters should be able</p>
<p>\$2 is laughably cheap. The floor price should be higher. 5 or more.</p>
<p>\$4 daily fee seems reasonable and is very simple. I'm pro easy-to-manage solutions. However, I think it is important to have some reserved parking for those using transit on a daily basis which is the main reason I selected Option A.</p>
<p>;lkj;lkj</p>
<p>1) Its ludicrous to roll out the parking fare structure on all the new stations when you can't even get them built yet. 2) The biggest parking improvement would be an automated lot full indicator with some sort of entry metering because it ridiculous how many people are slowly cruising up and down the lot hoping for a spot. 3) do something about quicker exit. The Angle Lake station has a huge exit chokepoint that mostly due to the messed up ability to get through any of the nearby intersections.</p>
<p>1. There should not be fees attached to park and rides. I already pay my taxes, my car tabs and when I use light rail, I pay my fare.</p>

<p>1. I would really appreciate motorcycle and scooter parking, ideally at a discounted rate (since we take up much less space). I currently tandem park in one spot with another motorcycle at Northgate and it wouldn't feel right to both pay the full price. That would discourage me from using public transit in general. Wondering if perhaps motorcycle/scooter parking could qualify for carpool parking permits or something similar?</p>
<p>1. Make Link light rail and ST Express fare-free.</p>
<p>2. Charge the maximum possible daily rate for all ST-owned parking, whether flat or variable.</p>
<p>2. Focus on those who are not paying thier car tabs and are evading paying thier fares.</p>
<p>2. I know many folks who only use public transit because they can park for free. If parking lots and rider fare both cost more, I know many of my coworkers would stop using public transit altogether (since our work parking permits would be comparably priced/affordable)</p>
<p>3. If ST really wants to increase paid ridership, stop open drug use and other related acts.</p>
<p>3. Give free reserved permits to ORCA LIFT passengers only.</p>
<p>A goal should be to get people out of their cars, using other transit options to get to light rail. But a certain percentage of people won't use light rail if they can't drive their car to it, so a balance must be struck. I think Option B does that best.</p>
<p>A huge draw of using sound transit for me is to not have to pay for parking. While these rates are less than downtown parking, with the addition of fare it's cutting it close and will significantly impact my choice of driving vs transit on days where biking to the light rail is not an option.</p>
<p>A parking lot is only useful if there's an empty space when you show up. I fully support charging as high of a parking fee as it takes to ensure the lot is almost never 100% full. I don't have a sense for whether that price would be \$2 or \$4 or \$8 at any station in particular, but I am positive that the uniform \$4 fee is the wrong answer. The nearby lots would still fill up because the price was too low, and the farther out lots would be underutilized because the price is too high.</p>

A permit program for single occupants seems designed to exacerbate inequality. Similarly, many people who live farther away from transit (and hence have to use a park and ride, rather than having a connection within walking or cycling distance) also would be financially burdened by paying for a spot at a park and ride. Finally, it seems that all spots should be on a first-come, first-served basis — why keep spaces open artificially if they are needed at certain times of the day? In general, this seems like a misguided idea.

A simpler system like Option C, would reduce administrative overhead, which outweighs the potential benefits of the other options. Public transit also becomes the better option if it is more convenient than driving a car.

a) Make it easy to pay - make sure you can use the same Orca card for parking.

A) provide an option to use Orca Cards to pay for the parking fee and

Actually build more and bigger parking or better first mile last mile connections to light rail stations. Making me pay to park to ride public transportation is frustrating.

add electric car charging to lots; also build future garages/stations with options to have businesses/services (postal drop off, cleaners, food)

Adding a cost to these park and rides will congest the surrounding neighborhoods with people who don't want to pay or cannot pay. Making streetparking more difficult for residents.

Adding parking charges on ORCA card for easy transactions

Additional fees to park may discourage use of transit. Higher rates and charging to park make it more attractive to drive. Keep parking free of charge at most locations. If fees are a must, include making parking free in off hours or off days (weekends?). Implement technology to guide riders to lots with parking available. Include the ability to pay for parking using an Orca card.

Additionally, I'd be more interested if payment for parking was integrated into the ORCA card, so that you could use it to pay for parking (and also give an options to employers to integrate parking payment into the enterprise plan).

Additionally, it does hurt lower income a lot more than higher income, because using public transportation saves on gas. If the cost of parking is similar to an additional gallon of gas? That's a potential additional \$30 a month, when you're already spending money to get to the transit station. While also increasing the cost of the link as well?

administrative cost out weigh the fee. Our taxes have already paid for the lots and maintenance. this really discriminated against low income

Again must stay inexpensive or people will drive not ride light rail.

All are bad. You want people to use the light rail then make it the more affordable option. With the new train fares and parking fees I would just continue to drive to work as it's more affordable.

All of the paid parking options make using the light rail less appealing. For two adults, the parking fee plus fares would be more expensive than simply driving to many destinations and paying for parking. This would lower my use of the service as the only remaining benefit would be some level of convenience. But speed and affordability would no longer be pros.

All of these options are awful! Maintain free parking! This is a regressive tax on the people who can least afford it.

All of these options are not affordable and quite honestly take away from the whole point of park and rides. Park and rides at their core are supposed to be the more affordable and cost efficient option, while at the same time reduce the amount of traffic as riders commute to work/school/etc. By instilling such fees, it takes away from the heart of park and rides. It is no longer the more cost efficient option for many people to use public transportation if we have to pay to park. Public transportation is for the people, if any of these parking fees are put in place, it is no longer for the people but rather for the city to recoup the costs of building the light rail quickly. It will be now more expensive to take public transportation than it will be for me to drive and pay to park at work.

All of these options fail to recognize that your lot activity is low in south sound. Especially Lakewood. Why even charge if there is only 25% occupancy or less. Will deter transit riders. I suggest that you begin charging a daily rate after the lot has reached 50% capacity and maintained for a 2 hour period. Otherwise your charging for demand that ain't there. Oh and why do you show Pierce Transits parking garage which will always be my preferred choice to park for free.

All of these will actively discourage folks to use transit!
All of this is a little confusing. I can't tell if the idea of no paid parking is even an option or if paying for parking in a garage is the only option.
All parking for these publicly funded lots should be free. If lots are filling up, planning should be focused on expanding the lots to accommodate the greater demand (not trying to discourage the use of the park and rides)
All these options are presented as increasing carpooling or usage of other transit. All charging for parking will do is discourage light rail ridership. Reserved slots should be much more expensive as they will result in lower percentage utilization of the garages
All you will do is have people drive to MI and park there instead of a parking place closer to their house. MI residence need to be able to get permit parking.
Allow riders to pay the parking by ORCA card.
Also I would implore you to investigate the potential effects on residential and other open parking areas (street, open retail) nearby. Charging for parking will push people to try to find free options and that could negatively affect the parking situation elsewhere.
Also offer (for those high number of commuters) a weekly or monthly parking rate that's discounted vs the daily rate (e.g. 15-20% off the daily rates)
Also would be a good option for parking and taking Link to the airport.
Also, I don't understand some of the options listed below because they are not written in English. English instructions should be an absolute requirement.
Also, it doesn't seem likely that there will be any viable way to enforce carpool parking rules, since ST already lacks the police presence to enforce fares. Fix the basics first.
Also, there is a "special event" nearly every day. How would event parking clearly differ from others parking at that time.
Also, what stops people from abusing the carpool option?
Anecdotally, many of the park and ride lots and garages on the 512 route are not at capacity, compared to pre pandemic. I'm not sure how this will change with the opening of Lynnwood Link. Introducing payment on lots that are not consistently full may be a barrier to ridership so you may want to evaluate the lot capacity after opening.

<p>Any ability to purchase a monthly reserved parking spot reeks of elitism where only the wealthiest can afford to do this. There is no information provided as to whether a reserved parker needs to park a certain number of days per week/month and when the cutoff time would be for unoccupied spots to become available to the general public.</p>
<p>Any fees for parking actually make me more likely to drive to work.</p>
<p>Any option combined with the cost of the transit fare will discourage me from riding the system. Park and rides should remain free.</p>
<p>Any parking charge defeats the purpose of riding transit. The only true benefit is the cost versus driving. If I have to pay to park I may as well pay to park at my destination.</p>
<p>Anything more than \$4 is expensive. Especially for someone who would work 5 days a week.</p>
<p>Anything over 4 dollars daily is starting to become a larger question.</p>
<p>Anything that supports more wealthy people being able to do / use services more seems counterproductive. Reservations feels elitist. But, do understand problem if showing up to park &amp; not finding space to park is a problem. Does it mean you need to provide larger parking garages at those places?</p>
<p>Apply to daily transit fee cap</p>
<p>Are those parking lots already paid for by taxpayer's money?</p>
<p>Are you guys kidding me? What does our taxpayer money and transit taxes pay for? I can promise you that I would not pay to park to ride a bus. That's dumb. Also I'm not buying that the park and rides are increasing to a point they have to charge. I go by Mariner Park and Ride and Ash way on a daily basis. Both are usually almost empty. Give me a break!</p>
<p>As a frequent sound transit user I'd like to see these parking fees go towards encouraging bike and pedestrian commuting to/from stations.</p>
<p>As a person who carools, I am concerned about losing the ability to park at Northgate with changes in parking rules. It is critical that carpool riders get to use designated parking spots because flexibility is very important; it can be hard to get to the lot at a set time every day as opposed to a single driver.</p>
<p>As an hourly waged employee, charging for parking would lead me to entirely abandon the LINK and just pay for parking at my destination instead. It may require me to consider leaving my job in the city and instead find employment outside the city.</p>

As much as I will always prefer we dedicate funding, energy, and infrastructure investments to reducing the need for private vehicles, I recognize that our patchwork transit network continues to make park & ride lots a necessary evil while we improve connective options. I currently live near a Link station so I don't need to drive to one, but if I were to move to where that was a requirement I would prefer the option that gives me peace of mind that I won't arrive at a full lot and miss my ride looking for a spot. First-come-first-served preferences morning people with earlier schedules, which is not a group I belong to.

As nice as it is to encourage carpooling, the cost of living in the area is so high that penalties for no carpooling harm those of us who live alone and can't share expenses.

As right now, it's very unsafe to ride link light rail. We are using park and ride and ride link light rail, but if there is going to be a fee for parking, not only we are not using the park and ride, but we are not going to use the link light rail. Rather drive all way to work, than riding the light rail which it takes longer time to travel and more expensive. I think you should keep park and ride free if you really want to keep the ridership. It is bad enough that 522 direct route to downtown has been eliminated. Now we have to take a tour around the city to get to downtown Seattle. Our family found a solution to use park and ride to NG and ride the train to downtown, but with the proposed changes, we aren't going to continue using light rail. Good luck getting more money during the elections if you make this change!!!

As someone who commutes from South Tacoma, there is no easy option to get to the Tacoma Dome Station UNLESS 1) there is improved bus service to the station (right now, the bus runs every half hour and takes 50(!) minutes to get there) or 2) there is safer biking to the station.

As someone who rides transit from an area with VERY little local transit, I rely on being able to use a park and ride to access transit at all. If parking fees are implemented at Everett Station, I likely will end up reducing my use of public transit overall. It takes away some of the incentive to use it

As the system expands into suburban areas lacking the frequency and density of bus coverage, a higher percentage of the ridership in that area will rely on the park & ride lots as the only practical way to access the stations. Implementing a mandatory fee for this parking will be a disincentive in general, and will cause many people to do the math on ride vs. drive with this in mind, especially the frequent users commuting daily to work. In addition, those living outside the city center will generally have lower incomes and may be using the system as an affordable commute option with an employer-paid transit pass. Adding the expense of parking will be placing a burden on many households that don't qualify for ORCA lift, but still struggle to make ends meet. I strongly disagree with mandatory paid parking at these lots, by nature those using the parking don't have good bus access to a station, and now will be asked to pay almost double what a monthly transit pass would cost if commuting daily to work. I would strongly advocate for a bigger emphasis on farebox collection on existing ridership to bolster the revenue stream before leaning on the parking lots to provide that. Turnstiles at station entrances would be an easy solution.

Aside from parking costs considerations for expanding parking lots should also be considered. A garage at tukwila would be preferable over the current flat lot that fills extremely fast on event days.

Asking riders to carpool and refrain from driving is unrealistic with our current transportation accommodations. You need to focus your efforts on densifying residential developments near transit stations and increasing bus access in the outer pierce county suburbs. See DC transit goals as a case study.

At \$4 per day for parking, it would cost just as much for me to park at the park and ride as it would to park in my building's parking garage in Seattle. If fees are imposed for parking, I will stop taking transit and drive to work instead.

at mukilteo how will you address overnight ferry parking? Vanpool vehicles parked for a numbers of days ?

At Sounder parking lots that regularly fill during the morning commute I would love to have some spots set aside as 'no parking before 10am' to ensure there are open spaces to accommodate travelers catching the 1518 train later in the morning.

<p>At these prices, I'll just drive to my destination. As a discretionary transit user, I already pay a time penalty and thanks to re-routing most Eastside buses to UW Station face a minimum three-seat ride unless I use a park and ride to cut it to two. Now paying to be inconvenienced further is off the table for me.</p>
<p>B) encourage colleges/employers who provide transit passes to include coverage for parking fees</p>
<p>b) Provide a discount for the parking that is closest to their house. My suggestion is Option A or B, with a 50% discount for the closest P&amp;R.</p>
<p>Barely getting by, now. Extra weekly or monthly parking fees, would be tough. The rail parking garages, are not used by me. Even the new ones coming up. I ride transit from Tacoma to Seattle and back. Will these fare options affect a non rail station?</p>
<p>Build housing near transit stations instead of continuing to prioritize cars.</p>
<p>Building and maintaining the parking lots is expensive. I think we should encourage ridership by building the lots, but not give a big subsidy to drivers.</p>
<p>Bus fares are already expensive. Adding fees for the park and rides obviously raise the cost of using transit even more! If all these fees are added, it's so much cheaper for me to just drive wherever I want to go. I would stop using the transit system, which is unfortunate because I like how the transit system is more eco friendly.</p>
<p>Bus routes are threatened which will force folks to drive to Light Rail which increases parking issues</p>
<p>Busiest lots should have higher prices. Having more distant places available is a good way to increase options. Eg park, walk, and ride. Most people can walk the distance less than. 1/2 mile. Offer senior discount or other hunting permits for those who can't easily walk. transit renting empty or lightly used lots. Maybe offer cheaper permits for those lots. Why not use orca card to pay parking ?</p>
<p>By charging for parking I think you will reduce usage</p>
<p>By the time I pay the fare increase and the parking, it is cheaper for me to go by car, honestly</p>

<p>Can we use our Orca pass to pay for the parking? If yes, then my employer pays for it and I would be fine using it. If I have to pay out of my own pocket (like I did before 2020), then I think this is an undue hardship. Especially since our employers are forcing us to return to work in person downtown. I feel it's very unfair for the downtown association to push for us to come into the office and then add daily parking fees to our commute.</p>
<p>Can you buy a parking pass ahead of time to save time? Some mornings I'm running later and would risk missing the train and would have to wait 30 minutes to catch the next one.</p>
<p>Can you put good-to-go readers at the entrance and charge people automatically? Please no free general carpool parking, people will abuse it.</p>
<p>Cannot imagine having to pay \$2-5 everyday to go to school.</p>
<p>Carpools should not get free parking, instead they may be given discounted parking (e.g. half price).</p>
<p>Certain park &amp; ride locations (e.g. mercer island) are utilized by non-residents which limits the number of available spaces for locals. Reserved parking is important for residents who are within that city so that they can use the park &amp; ride location.</p>
<p>Changing parking from free to only available to a fee would significantly reduce the chances of me ever riding the light rail again</p>
<p>Charge market rates for parking</p>
<p>charge more for parking. stop subsidizing drivers with taxpayer and transit riders money. the cost to park and ride should be more expensive</p>
<p>Charge the Fair Market Value for parking. Fair market value is not the same price every day. Price should be variable and target 80% max fill of a parking area so there are always spaces open. There needs to be instantaneous feedback on the price of parking and setting a \$4 (or \$2) parking fee fails to provide price-feedback, leading to endless cruising for parking, hours wasted, vehicle violence. Options A and C will fail, the "good" parking lots will fill up and potential riders will be left in the lurch and drive when they should be riding rail. Option B with the variable pricing is the only one that provides the necessary price feedback. Option B can be improved by not having a \$10 upper limit, double or triple that to \$30/day max. Provide the price feedback so drivers understand how in-demand their parking place is.</p>

<p>Charging for all park and rides is outrageous, especially when there isn't another feeder bus service nearby. I understand the desire at higher usage lots though when they're isn't capacity. Make the system consistent with what neighboring transit agencies are doing. Denver charges out of district fees. That is 100 percent fair as they aren't paying taxes into the system. Paying with orca card would be nice.</p>
<p>Charging for parking and to a greater extent reserved parking increases the burden for hard working people already struggling to get by and prioritizes those with higher incomes. I would have to consider finding a closer job to stop taking transit. My company helps offset the cost of ridership, but would not pay for parking as well. The pandemic was hard for everyone, sorry.</p>
<p>Charging for parking at a park and ride is an awful idea!!!! Just raise fare rates</p>
<p>Charging for parking at a parking lot meant to help riders use public transit to get into a city discourages the public transit use, and just pushes people back to driving into the city and paying for parking there. If you consider a variable rate parking and distance based fees, someone might be spending \$20 on a round-trip travel from the parking garage. That money would instead go to a private lot.</p>
<p>Charging for parking at all is the worst idea Sound Transit has come up with. Not only is paying to park a cop out for lack of adequate budgeting auditing but it will discriminate against low income households which with further discourage people from working in downtown Seattle and will exacerbate the worker shortage downtown. Ridership will decrease because for the cost of parking plus the cost of a ticket for those who travel every weekday, it will be cheaper to get monthly parking in SLU or another neighborhood near downtown Seattle. Paying to park shouldn't be on the table as an option.</p>
<p>Charging for parking at park and rides will just disincentivize ridership, and is hypocritical when fares aren't enforced.</p>
<p>Charging for parking at the park and rides in addition to paying bus fares is going to discourage transit use. Riders are paying more for transit time that is not improved.</p>
<p>Charging for parking at the park and rides will increase the amount of riders attempting to avoid paying by parking on the streets, making parking and navigating much harder for residents of the neighborhoods near stations.</p>
<p>Charging for parking disincentivizes people to take the light rail.</p>

<p>Charging for parking does not incentivize me to use transit. It is cheaper just to drive at that point.</p>
<p>Charging for parking in park and rides discourages transit use. Is that really your goal. It might be just as affordable to drive and park</p>
<p>Charging for parking is against the whole point. Making transit more burdensome and expensive is missing the point. This option is untenable</p>
<p>Charging for parking is an idiotic concept for public transportation. We need more parking available in the south (tukwila). It isn't affordable to spend money on parking and the cost to ride. Then having a permit only spot is for rich people and why would they care to ride public transportation anyways. We need affordable flat rate rides with a lot more free parking in order to reduce daily traffic into Seattle.</p>
<p>Charging for parking is more likely to prevent me from using light rail as the costs no longer justify use. I would prefer to use light rail, but if it's too expensive - especially parking - I will likely just drive. Cumulatively, current proposal costs are more expensive than parking at my common destinations</p>
<p>Charging for parking is not acceptable.</p>
<p>Charging for parking is silly and will not incentivize people to use the multi-billion dollar public transportation if you nickel-and-dime people every step of their journey.</p>
<p>Charging for parking makes riding public transport more expensive and will push more commuters into driving</p>
<p>Charging for parking more than doubles the price for an individual to use public transit. Parking fees are a deterrent to using public transportation. If Sound Transit needs more money, start by making it harder for riders to avoid paying for the transit ride itself.</p>
<p>Charging for parking removes affordability for low income riders. If parking is \$10 and fares round trip are \$8, I might as well drive. What's the admin and enforcement going to cost?</p>
<p>Charging for parking removes some of the savings and benefits of taking light rail. With this change, I would be able to park at work on First Hill for about the same price as the suggested parking/fare updates. Bus service in my area to a light rail stop does not occur often enough to make this reasonable and promote ridership, especially when it would add 30+ minutes to an already long commute.</p>

Charging for parking turns it from public transit to transit that only people who can pay can use. The idea was for us to have more access to public transit and get more people off of our clogged highways benefiting all commuters. Instead we are getting another option that favors those with deeper pockets.

Charging for parking will disincentivize transit use and increase the time it takes to commute by waiting in long lines to enter the parking area. Also, no mention was made of including a drop off area. I would rather see rates raised for bus fares than implementing parking fees. Having access to free parking is one of the most convenient and best things about sound transit and makes it a quick and easy option. Starting to charge for parking will make it much less attractive, especially the very high rate options.

Charging for parking will drive me away from using transit. It is already quite costly when considering time, adding real expense to it removes the lone benefit. My commute door-to-door: self drive is ~30 mins; using the light-rail it is ~65-80 mins. The primary difference is not paying for parking. Making that an expense renders the choice a no-brainer, and utterly removes the benefits of transit. I'll take the relative difference and apply it to parking at my destination.

Charging for parking would actively discourage shorter transit use for people that do not live within walking distance of the stations. For our use case, it would become easier to brave I5 and pay for a parking pass at UW then it would be drive the short distance to Northgate station and take link to Udistrict.

Charging for parking would discourage people from riding light rail or mass transit. It would encourage people to use street parking or driving instead. I already pay/paid an incredibly high auto registration fee to pay for the construction of these facilities and services.

Charging for parking would make me reconsider driving to my destination instead of taking transit.

Charging for parking would make my main transportation unusable. This is a terrible plan. The poor people who need transportation will not be able to afford 4-8\$/day.

Charging for parking, while a valid way to keep the parking open, defeats the purpose. It will price out the people that need it.

Charging for the light rail and the parking for the light rail will only continue to hurt lower and Fidel class workers.

<p>Cheaper to drive to drive into Seattle then have to pay to park then take the light rail. Parking lots fill up because there is not enough parking and you refuse to put light rail in the cities south of Seattle that need it so they have to drive and drop off their cars at the park in ride.</p>
<p>Comment</p>
<p>commuting via public transportation is meant to be the most inexpensive yet also accessible option. I understand the increases in price of access over the years but, the cost is seeming to creep up and up and become potentially fatal for at risk individuals and families with children. The only reason I would consider paying for parking in a public lot would be a multiple day pass to park uninterrupted for a maximum of 3-5 days without needing to move the vehicle.</p>
<p>Consider the subsidy per vehicle that parking lots require. Would TOD be a better investment in our transition system? At the very least, I'd encourage not placing park and rides directly adjacent to stations to encourage more efficient land uses on this valuable real estate.</p>
<p>Construction of new parking lots should be limited compared to current levels, but where it's done it should be focused on locations and lot capacities that would support at least \$4/day parking fee. Most parking spots in the city are \$10+/day so this would still be much cheaper for users.</p>
<p>Cost recovery is the key metric.</p>
<p>Currently it is between 2 to 3 miles to the nearest light rail station. So I have to drive to the park and ride lot. If there was a closer station that I can walk to then I would do that. If you currently cannot collect fares from everyone, how do you expect to collect fares for parking. You need to collect fares from everyone who uses it 24 hours.</p>
<p>Daily parking fees would cause me to never ride the link again, as cost for the link ride and parking would be same cost as parking downtown for the day. Also considering low security of the parking lots that have caused me to pay for new license plates after mine were stolen, I would not pay extra for parking.</p>
<p>Definitely need to leave some spots open for people who occasionally use transit so they don't end up driving for appointments that aren't on a regular basis.</p>

<p>Demand at park and rides needs to be a serious consideration in any option and should be managed how city parking is managed. Also need to consider education or incentive campaigns to get more riders using existing bus connections to get to a parks and ride</p>
<p>Deprioritize parking!</p>
<p>Disappointed and not surprised that you want to take more money from us. The RTA tax is more than enough that we pay to Sounder.</p>
<p>Do I have to get on a years long wait list for permits a year or two after this system launches?</p>
<p>Do not charge for parking</p>
<p>DO NOT CHARGE FOR PARKING why penalize those who use public trans, expand parking lots!!! I will not be using public trans with this change.</p>
<p>Do not charge for parking! The free parking is a HUGE reason I will use the lightrail. If parking is \$4-10 plus an increased fare of ~\$3, I'm better off driving and paying for parking. These costs would make it unaffordable for me to use frequently.</p>
<p>Do not charge for parking.</p>
<p>Do not charge for parking. Do not charge for parking at any park-and-ride at all. It will encourage people not to ride anymore on buses and trains. Leave it park and ride free free free. Do not do not charge for parking. You clog the roads back up again do not.!!</p>
<p>DO NOT CHARGE FOR PARKING. I'M A SENIOR ON A FIXED INCOME AND CANNOT AFFORD ANY OF THE PROPOSED OPTIONS. I SEE NONE OF THEM HAVE A SENIOR DISCOUNT. THE COST OF LIVING IN THIS AREA CONTINUES TO SKYROCKET AND THESE PARKING FEES ARE LAID ON THE BACKS OF THE AVERAGE WORKER STRUGGLING TO AFFORD THE BASICS, LIKE PUBLIC TRANSPORTATION TO GET TO AND FROM WORK.</p>
<p>Do not charge for parking. It makes transit a less viable and accessible option. It will not increase carpools. Workers already hate going into the office and it costs us more money. Why would you increase the cost of working to an already underpaid workforce. This is a money grab at best.</p>
<p>Do not charge for parking. This is a tax on low income people who use the light rail the most</p>

<p>Do not remove free parking at Northgate. I will not use light rail if I have to pay for parking at Northgate. If you want to raise revenue, increase RTA tax and luxury taxes and use some of that money from the new gas tax the State implemented. Don't make transit users pay for doing the right thing.</p>
<p>DO NOT SELL MONTHLY PERMITS, PLEASE.</p>
<p>Do not understand what happens regarding fares for seniors or people with disabilities</p>
<p>Do option B with reserved parking for carpools to encourage multiple occupants per car.</p>
<p>Do you want people to take public transit and improve traffic by cutting down SOV on i5 or not? Stop trying to nickel and dime everything. If you want to charge for parking, then make the light rail free. You can't charge for both and expect people to use it--if there's no cost benefit, people will choose to sit in traffic from the comfort and privacy of their own cars, as history has repeatedly shown.</p>
<p>Don't build parking. Build more lightrail.</p>
<p>Don't charge a fee for parking</p>
<p>Don't charge for parking it only adds to the commute cost when combine with the fare and become prohibitively expensive. If I have to pay for parking and fares, it would be less costly to just drive to work or leave the puget sound region entirely. Not all of us make \$200,000. Find others sources of revenue to pay for parking and find ways to expand parking capacity. WA state should be able to contribute more to this to keep people from driving all the way to work. Free parking should be encouraged to increase ridership.</p>
<p>Don't charge for parking! Already paid for this expensive system and a lot of us can't afford the fee. If we are charged for parking we'd most likely drive in to work. If you want to encourage ridership and be equitable, don't start nickel and dining riders with parking fees</p>
<p>Don't charge for parking, angle lake and international blvd having free parking make it easier to have more fun in the city for a little less money especially when your having to travel from away out from another county.</p>
<p>Don't charge for the park and ride.</p>
<p>Don't charge people to park. Enforce the fares. Decrease travel time with faster trains and fewer bus stops on a line.</p>

<p>Don't like the idea that ST feels like they 'need' to keep parking lots open/not full, particularly if doing so is an opportunity for increased fees. If a parking lot fills up regularly early, that's just how it goes. ST's priority, before providing parking spaces all-day so anyone can drive to a ST lot at any time of day or making better profit for expansion, is offering reliable and safe service. It is up to the rider to make their way to the service, and more open lots for higher fees does not benefit the average rider nor the community that uses public transportation most often. I appreciate lots offered for the lowest fees possible, it is my responsibility and others to get to them before they fill up.</p>
<p>Don't make the parking rates so high that people can't afford to get to the light rail to commute. The light rail is slow and when it takes 30 minutes to get to a stop, then another 30 to find parking, and an hour to get to Seattle, it's just more time efficient to drive.</p>
<p>Don't make things complicated. Single fee. First-come, first-serve. Put Sound Transit's time, energy, money and resources towards improving safety &amp; security and cleaning stations more frequently. There is literally garbage that lives in stations because it never gets picked up. Your need to better maintain stations and not just build them and forget about them. This is a video of how Japan keeps its metro clean: <a href="https://m.youtube.com/watch?v=L90CpRdjMJU">https://m.youtube.com/watch?v=L90CpRdjMJU</a>.</p>
<p>Don't charge for any of it. We already pay enough tax for this system.</p>
<p>Don't charge for parking at park and rides!</p>
<p>Don't do reserved parking, increase parking for people with mobility impairments instead.</p>
<p>Don't I already pay hundreds of dollars when I renew my plates? Why do I need to pay fairs, plus parking, plus tab fees? We should be encouraging riding mass transit, not charging people around \$13 depending on the payment and posting fees!</p>
<p>dont make unplanned or unannounced changes to pricing. dont give "free passes" to some locations by making their parking cheaper.</p>
<p>Don't need to use the park and ride every day where a monthly pass would be cost efficient. Since covid many many people telework at least part time</p>
<p>Don't own a car so not applicable to me.</p>
<p>Driving to the station, my commute is 40 minutes from door to door. Taking the bus makes that an hour on a an IDEAL day. (And taking metro, I promise you, there are not many ideal days.)</p>

Dynamic pricing is absolutely terrible
Easier to understand is better!
End all free parking!
Enforce fares!
Enforcement of paid parking a must otherwise it will not help to pay and not be able to park
Enforcing that rider fares are paid is better than having parking fees make up the difference
Ensuring parking is available throughout the day is vital, so that even occasional users (perhaps experimenting with using transit) are more likely to return and use it more often. Also, event specific high demand (i.e., sports events, concerts, etc.) shouldn't completely wipe out available parking for others.
Even this survey is designed so that the only input allowed is one that supports each of these inequitable options, and people can't give you the answers they really have.
Everyone pays equal - no discounts or free for any group
Expanded park and rides are less important to me than making the park and rides less dangerous, and the light rail less full of addicts.
Fees for parking discourage use of the light rail. People in the city can often find a way to get a light station, but people who can't and those who need to use light rail on a regular basis, or drive, may fall back on driving as a less expensive option. I don't go down town unless I take light rail. If I can't schedule myself to take the train I just don't go, as fare go up, trips will go down. There should be special rates for seniors, youth, and people who have to commute into the city to work. One mistake that planners make is that they think that city people will give up their cars. That's not going to happen. Whats going to happen is that gasoline powered cars are going to be replaced by electric cars, especially in the liberal northwest. For a variety of reasons, people will keep their cars, and if they have a car and the light rail is too expensive or difficult to get too, they can and will turn to driving.
Find a way to keep parking free.
Flat fees, keep it simple
Flat rate is a very poor policy. Pursue Option B with reserved parking.

<p>Flex parking rates for stadium event days would help your budget but potentially force users to drive to stadiums.</p>
<p>For me personally, the fees are all very affordable, but there are convenient bus routes that I can take to the Lynnwood TC. Driving and parking is much faster, but not worth paying for. In short, if daily parking rates are implemented at the Lynnwood TC garage, I would stop driving and parking.</p>
<p>For pricing, fully demand-based pricing is my preference, and I would like to see even higher pricing amounts for the lots that are regularly full. I highly value there being open spaces/high car turnover rates. I understand the need to make lots affordable but if they are often full, I don't even try to use them anymore, which defeats the point of even having a park and ride. Until a lot gets below a certain capacity percentage, the rates should keep going up. (For instance, if you charge \$10 and the lot is still regularly 90% full, the price should be even higher). As a reference point, UW charges \$35 for parking on football game days, and \$20 on other days, so I don't think higher rates are out of the question. There are days where I'd be willing to pay ~\$15 if it meant I could always get a spot, and this would still be cheaper than me parking downtown in a private lot, which is my alternative.</p>
<p>For the parking garages/lots, why can't people tap in with their ORCA card and pay for parking with their fares and parking. Charge \$3/day and cap the total monthly fee at a certain amount. Then beyond that amount parking might be less for regular users. Encourages people to use the light rail- might get free parking!</p>
<p>For those of us for whom light rail does not reach (I live in Renton), I am dependent on having access to the park and ride to be able to use light rail. If I have to pay for parking as well as to ride the train, I may as well just drive. This seems to have the opposite effect for trying to reduce traffic and help the environment. I strongly oppose any idea of charging fares for using the park and rides.</p>
<p>For those of us who don't commute daily, the reserved spots would effectively diminish our ability to use transit where we need to park. The pricing fee is also too expensive.</p>
<p>Frankly, I do not make a lot of money and if fees are implemented I will not be able to pay them. I already work long days, but I guess they'll get longer as I take the bus. And I'll wait miserably for the 130th station which has been delayed to 2026...</p>
<p>Free days on weekends?</p>



Gathering fares from all riders could take care of this issue. Introducing barriers like the DC Metro system has effectively solves people riding without paying. Free parking is one of the main reasons some people use the light rail. This removes that incentive.

Generally, I think that charging for parking at the park-and-rides will actually discourage people from taking public transit, especially on the East Link Extension (Mercer Island to Redmond) because these people have the money to just drive and park for free at their employer (Amazon, Microsoft, etc.). I also think it will discourage leisure public transit for those who might ride once in a while. These people already predominantly drive everywhere and know where the free and lowest cost parking areas are near their destinations. Making them pay to park to ride the bus/train will discourage adding an extra step to their transportation plan.

Generating extra revenue to support the system is not a priority of the elected ST leaders. When they return to fare enforcement (and have law enforcement agencies return to vehicle tab enforcement), I'll take suggestions for more revenue for they system seriously.

Getting all these lines running into Seattle is so that we get people on transit and off the roads going in and out of the city. Access needs to be straightforward and intended to INCREASE ridership, otherwise why are you opening these lines? Also consider the experience of wealthy people from Bellevue or Redmond, who will only make the decision to leave the comfort of their luxury car if the link rail truly provides a more convenient way around. So make the parking convenient and \*worth it\* for the people living in those areas.

Given that you don't monitor or enforce the existing regulations I support the most strident. The Mercer island park and ride is used as covered parking for those in the adjacent condos. There are cars that are there long past the 24 hour limit This is also coupled with the drug use and use of the it as apissoire and place to poop. I stopped using it after seeing poop, smelling urine and seeing drug use. Put a camera on the people who park from the nearby condos. The worst offenders are across 81st but are also from across the highway.

<p>Given the new hybrid work schemes many companies are doing, if I was only going in one or two days a week, I may decide I rather pay for parking downtown, rather than pay for parking at Sound Transit. Additionally, for ST park &amp; rides that are near a King County Metro or other bus park and ride (e.g., Northgate) will this pay scheme put additional pressure on those parking lots?</p>
<p>Great way to kill ridership. I already disliked sound transit, this just reinforces it. Not an equitable plan either.</p>
<p>Handicapped spaces should be increased</p>
<p>Harding for parking plus ridership may end up as a disincentive for using public transportation.</p>
<p>Hate that we will have to pay for parking. Once you add that to the cost of the light rail trip, it no longer will save much money to go downtown for an event. Sometimes it will be cheaper to just find a spot downtown and pay to pay vs. light rail parking + fares. As someone who doesn't go often enough to buy a pass it would just make me want to drive more.</p>
<p>Have MetroFlex connect to Light Rail, then you, me, they, them, wouldn't need the goddam parking.</p>
<p>Having a flat daily rate would cause people who have midday/evening events to have to come early to park and therefore decrease the availability of parking. This defeats the entire purpose brought forth as argument for these changes.</p>
<p>Having everything paid parking will just fill up the surrounding streets/neighborhoods with cars.</p>
<p>Having fees will DECREASE ridership. And bad for environment. Why take mass transit on non-traffic times if the cost of lightrail + parking fee means o can just drive myself and park downtown?!!!</p>
<p>Having guaranteed parking for people with off-peak shifts would also be beneficial. These times of day can be most difficult to take local transit for first/last mile, limiting options.</p>
<p>Having high prices in certains effectively punishes anyone in those areas who drives but wants/needs to take public transit. Anyone in those areas who has a limited income effectively becomes barred from parking, especially if they have to travel 5 days a week--that's \$40 on top of any fares charged, added onto any other weekly expenses.</p>
<p>Having one off reserved parking for irregular users would be great and probabaly help them adapt to the system</p>

<p>Having reserved options is super important for regular commuting. If you can't count on parking it's too much risk.</p>
<p>Having riders pay for parking will decrease ridership; the trip cost becomes more expensive and not as budget friendly for riders. How do we make commuting the easier option?</p>
<p>Having the option to reserve parking is key for me. I would be willing to pay a premium to know that I spot would be open when I arrive. Prefer to be able to make my reservation the night before for the next day, or even the morning of.</p>
<p>Having to manage permits would be an added cost. Eliminating that would lower operating costs. However, flip side if I had a parking permit I would want priority over someone that does not.</p>
<p>Having to pay for parking makes me far less likely to use public transit. After having to pay both parking and fare rates (both ways), driving my own car seems the better deal since it's faster, on my own schedule, direct to where I need to be, and all for only a few bucks more. This isn't going to earn you greater ridership numbers...</p>
<p>Having variable parking fees that accurately prices the true market cost of parking is important. Lots should ideally be at 80-90% occupancy at peak times to maximize use of parking but still have some spots free when needed. If people can't rely on spots being open, they will choose to just drive instead of using Link</p>
<p>High cost parking lots would increase usage of low cost lots which would in turn drive the low cost lots to be high cost lots, defeating the purpose</p>
<p>Highly increase bus traffic into the stations during the morning &amp; highly increase bus traffic out of the stations after people are going home. Create special routes through neighborhoods that only run at these peak times.</p>
<p>Honestly if there are going to be costs to park in park and rides, I'm either going to park somewhere else or just drive where I need to go</p>
<p>Honestly parking should be free - it seems like there are other ways to bring in revenue that would cover the cost of maintaining the lots. Free parking is the best way to incentivize ridership, instead of charging \$2-10 on top of the fare of riding the train. Use a flat fare on the train, you'll bring in a bunch of money from the commuters who are paying the full fare to ride three stops into downtown, and then maybe some of that money goes to mitigating parking costs to encourage more people to ride from those less central locations.</p>

Honestly, between the cost to ride transit daily and the cost for parking daily, it isn't that much cheaper than just driving to work and parking in Bellevue no matter what option I choose above. Plus, transit is less convenient than the flexibility of driving.

Hopefully Bus service to the stations will improve in Snohomish county

How about continuing the free parking to encourage use. For example, I used to walk half a block to catch my bus downtown. It took approximately 35 minutes to get to my office. That bus was eliminated during COVID and I'm forced to LR. I have to drive to the Station (15 minutes). Travel time on the train is 43 minutes. My commute is now 23 minutes longer, I have to drive, and now yo want to further increase the cost by charging for parking? Not sure how this is a win for citizens.

How about not charging since Sound Transit ALREADY taxes the districts that have Sound Transit available and charges a fee to ride. How about actually collecting fees for riding the link light rail, Sounder and Sound Transit buses INSTEAD of not enforcing the payment of the fee, especially on link light rail. Install turnstiles to stop freeloaders on link light rail. Why not fix all the escalators and elevators that DON'T work and thereby limiting the access of people with limited mobility.

How about ORCA cards to pay for parking? Better local Bus to Train would be a big plus. Then there is no parking issue. I have done the bus to train a lot and it works nicely when it works. Public transit needs to be as reliable as possible so the infrequent users can trust it and use it more, I can drive, I choose to use public transit. For example, I go to downtown seattle on the weekends from Kirkland, take the 255 bus to UW - which is now a creepy station on the street level. On the way back to Kirkland most of my trip time is waiting for the 255 bus to finally show up, I have called my family to pick me up. I have been there for over 30 minutes a lot, and closer to 50 minutes multiple times. It should be twenty or less. So, now I drive to Northgate, and we have the parking problem. I use to live in Renton, and the F rapid transit bus was very reliable from Tukwila Station. Or sometimes I drove there too. More parking is not a viable solution. Getting people out of cars for daily commuting is the best answer. Also my son use to go to UW-Tacoma, and would have like to park at the Tukwila sounder station. That never happened, sometimes I dropped him off there and many times he ended up driving to UW-Tacoma many times, and UW-main campus many times. Carpool people can share the parking fee.

How can you incentivize people to maximize their use of transit?
How dare you try to make us pay for parking without offering reasonable alternatives to even get to the train?!?
How do you determine what to charge for reserved spots and would that favor more affluent over people at lower income levels.
How many times over will the people have to pay for this trainwreck of a public transit option?
How will parking spots (carpool or permit) be monitored? So random people do t use those spots. Will there be security/monitors at lots to prevent that and deter thief's and loitering
How will you incentivize people to use the park and ride?
I agree with reserved spots for carpooling but any charges for parking are going to discourage the folks on the fence from taking transit. Transit is less convenient than just driving yourself. Don't create a barrier to people using transit by charging for parking. I'll just stay in my car. Our tax dollars already paid for the garage, don't make us pay again to use it.
I already paid to have these facilities built and maintained through my taxes. Park and ride structures should be free to park in to encourage using transit options. Forcing transit riders to pay for parking in addition to fares will discourage transit use and put more cars on the road, adding to congestion instead of alleviating it the way transit should.
I already pay for the link light rail fare, I would not want to pay for parking on top of that. That defeats my purpose of using public transportation. I'd rather just drive my car to my destination than use the light rail at that point.
I also hope there is an option that will help low come individuals to have FREE parking. The messaging above is daily, but think of the cost monthly. For someone paying \$4 a day for 5 days, is \$80 monthly. Everything has gone up and that will be taking food off the table for those that need it most. a

I also think you're missing an opportunity to boost profitability while also better activating stations and making them more welcoming to riders of all types, through a public-private model. Adding retail to these facilities would further both goals. Having recently visited Europe where transit hubs are bustling and vibrant, it's embarrassing how empty and unwelcoming our stations are by comparison. Let me buy a cup of coffee or a slice of pizza as I pass through the station, and let the income from renting that stall offset these costs!

I am a daily commuter with little to no expendable income who will end up getting the short end of the stick of every one of these options. Reserved parking permits are better but it still puts low income commuters on the back burner to make up tax deficits

I am a nightshirt worker I wouldn't use any pay parking that doesn't use on-site security patrols. The pay structure you have proposed for parking and transit would make light rail more expensive than driving for me from Des Moines to capital hill where I have free parking at work

I am a regular commuter on the light rail. I drive to northgate station from the Kenmore/Finn Hill area. Adding a parking fee will simply discourage me from commuting on transit altogether. The cost of parking downtown (\$18/day) is offset by the longer but cheaper transit option afforded by the LINK. Making the Link equivalent in overall cost (parking fee plus longer commute) would make me not use it altogether.

I am fine with any charges, I would still use the light rail and parking when I need it. However, I think ridership should be encouraged through convenient transit options, rather than controlled through parking fees. People don't drive to the station because they like cars, it's because there are no better options.

I am make significantly more than average income and would still be frustrated by the fees charged when the end goal of public transportation should be to reduce traffic and carbon. My tax dollars are paying for these services yet I continue to pay. You should either pay for it with taxes or it should be privatized, not both.

I am most worried about low income households and making sure their needs are met. This feels like an extra expense for being poor.

I am not your target audience. I have no car, rarely travel in private vehicles, and think we should find ways for people to get to transit stations without driving there. That said, we're all affected by these policies so I will weigh in. I believe ST should have three major goals here - one is to increase transit ridership, the second -- just as important -- is to provide equitable access to folks living in areas without good connecting transit, and the third is to discourage driving to the station in areas where there *are* other ways to make the connection. Eventually, there should be no park-and-ride lots; they should instead become affordable housing or amenities for transit riders (news kiosks, coffee shops, meeting places.) Until then, rates should be set in a way that maximizes ridership, pays for the lots, and encourages people not to drive -- and especially not to drive alone -- to transit.

I am outraged that you are even considering charging park and ride commuters for parking. You do realize that vehicle owners are already taxed hundreds of dollars annually to pay for the light rail system and its associated parking garages construction. Not to mention the numerous spending bills that have been passed over the years to fund the light rail and parking garages. Exactly how much money do you want to squeeze out of us? These are capital expenses; we've paid for them, we shouldn't be charged continuously to use them. The one good thing going for light rail as an alternative to driving to work everyday is the free parking in the garages. If you start charging for parking and increase the cost of light rail fare, it will be cheaper and more convenient for me to drive to work. I won't have to deal with gross, nasty seats, train cars that smell god awful, crazy (high, drunk or otherwise) homeless people that have no sense of social etiquette, trains that shut their doors on passengers steps away from boarding, and stations that are strewn with trash, urine and human excrement. There is no "pay to park" option that I find acceptable.

I am really worried about losing a large portion of the parking at Northgate to the new housing they are building there. I have no easy way to get to the light rail station other than car. If I don't find parking, then I drive to my destination. My other option is to take the bus to Husky Stadium but then I have to walk a long distance from the bus stop to the station so I don't use that route. The other option is to take two buses to the Roosevelt station or the Northgate station. I never take that route and never will. It would be nice if you could use your Orca card for the parking.

I am significantly less likely to use the light rail if I have to pay for parking. Avoiding paying for parking is the main reason I use it. You are talking about both increasing fares and charging for parking here, making just driving, getting there sooner and paying for parking a far more attractive option. If you want more money for your operation, have the state and local police start enforcing expired tabs. Seems like at least 1/10 of this state is driving around on expired tabs and you want to find money from the people who actually use the service instead of the people breaking the law...

I am trialing riding the light rail. But I will eventually go back to riding the bus. Even though the bus schedule is not frequent as the light rail, it doesn't have the problem of rail track breakdown, frequent servicing of sub-standard escalators and the ineffective security.

I am using Link Light Rail to save money and avoid paying for parking downtown. Between the cost of a round trip and added parking fare (I do not live walking distance from a station and a bus ride would add too much time to my commute), it would no longer save me money to ride the light rail and I would opt to just drive instead.

I am very concerned about P&R lots having charges. This will make the costs of using public transit prohibited, especially by those who already pay 100% of the price to ride public transit (vs. people who are seniors and only pay \$1 all day and people who receive free or subsidized transit passes from their employers). I often wonder how many people are actually paying for their fares considering that fares are collected based on the honor system. Instead of charging for parking or even raising prices so high, ST should be creating a system where people have to use their pass or pay in order to access the transit station to take transit (like NYC does). In addition, NYC only charges \$2.90 for each trip and this covers an EXTENSIVE public transit network unlike the transit network covered by ST and Metro which are looking at rising ticket prices exorbitantly. I disagree with these proposals.

I am very grateful for my senior ORCA card, which I reload by credit card when current funds run out and I am notified. Deeply grateful for the simplicity, as I find being forced to use my iphone very frustrating. I am age 85+, fortunately with no mobility issues. But I realize I am being heavily subsidized by regional government and I can afford to pay more than \$1.00/ride (I mainly travel between Capitol Hill and University District in town or UWashington). I would be happy for an optional way to have my fare doubled at least, without special benefits and without impacting the fare of so many seniors who can't afford the extra amount.

I am very poor; I am a full time student who utilizes orca lift to get to and from school. I already struggle to pay \$1 so adding these will make it more difficult for people like me to ride. I do support the decision overall, it just means I will be taking an extra bus and not parking at a park and ride. Not a huge deal to me, but could be to others.

I believe parking should be cheaper or free to thoroughly encourage transit usage. If there isn't one already, maybe an employer sponsored parking discount along with the ORCA card should be created.

I believe that \$5/day is a 'breaking point' price by which I mean that more than that becomes a problem and causes folks to search for alternatives (or simply driving). Anything less than \$5/day will be acceptable and paid.

I believe that free parking should only be available those individuals living in an area that TAXES vehicle licensing for transit. IT appears to me that drivers outside of the tax base are driving up from south of King Country and taking advantage of the free parking and light rail. I pay about \$700 per year for one car and \$400 for the other and I am retired. When I want to use the lite rail it is a hardship to find parking. We have had to look at numerous Transit parking areas only to go back to SEATAC and park at a hotel with a fee. Senior parking, tax payer exempt parking, half day only parking, and restricted parking for those outside of the tax base is a priority.

I believe there's a mistake on this survey, Option C is labeled here ("Reserved parking + flat daily rate") as including reserved parking, but above is described as not including reserved parking "All parking is available on a first-come, first-served basis with no reserved permit options."

I can't afford to pay for a monthly permit or pay to park daily it's too expensive. I would probably have to take transit bus to the light rail station which would increase my commute time.

<p>I can't afford to pay parking on top of paying for light rail.</p>
<p>I cannot afford to pay to park and take train. Connecting by bus takes a very long time &amp; I often do not have that much time or do not want to be on bus so late and bus is still not reliable although better than this past summer. I don't qualify for the reduced fare programs because I make too much (\$2,750/mo). I don't know what to do</p>
<p>I cannot believe we're potentially being charged for parking when we already use public transportation. Income increases are not on the rise. This is not ideal for people who have to pay for their own orca cards and even if they didn't this state is already too expensive to live in. Now you want to find NEW ways to start making more money. It's infuriating and if this was actually the case I'd have to start looking for another job where there was no public transit required. Unbelievable. Also reserved parking is so unfair. Only people who make really good money are going to get that and it's so unfair to have those spots reserved at any station. We ALL have to get to work. Gouging us already on our license tabs is insane. Now this? Can't wait to see what's next. No one is going to appreciate this.</p>
<p>I can't afford to pay to park my car. I take the bus to the light rail and I'm a college student. Please don't do this.</p>
<p>I commute by bicycle + light rail. I don't park as a commuter, if I need to park it's in the middle of the day for personal trips. When I do the parking lots are always full, the pricing is not clear, how to pay is not clear, the reserved spaces aren't well labelled. Please make it simple, and find a way to make it so non-commuters can actually use them too.</p>
<p>I commute from Mercer Island to Seattle. When the MI lot fills, or I am in a hurry to get to work and don't have time to monkey with "maybe there is space", I skip looking in the lot and just drive to work. I am not going to drive FARTHER out to park.</p>
<p>I commuted on BART in the San Francisco area for many years. They had a "reserved parking permit" program, but the waiting list for the permits was ridiculous at some stations, like "1,000 days" for the Walnut Creek station. This is because the permits were priced at far below what the market would bear. If there is to be a reserved parking program, it should be priced at a level that does not generate a ridiculously long wait list. Let the natural forces of supply and demand organically determine the price.</p>
<p>I could care less about parking</p>

<p>I do not agree with any paid parking plans. Recent transplant from Texas, and not even Texas makes commuters on the austin red line pay to park. Be better than Texas.</p>
<p>I do not believe we should have to pay to park.</p>
<p>I do not commute to work on the train. I do take the train when I go downtown or to Seattle Center. In these cases I need a place to park generally in the evenings or on a weekend day. I would not like to pay full day rates for this type of parking. I use the Northgate station.</p>
<p>I do not drive, so this section does not apply to me, however, if I was to drive, I would like budgeting the cost of my vehicle to be as simple as possible.</p>
<p>I do not use parking (don't have a car)</p>
<p>I do not want to pay to park. I take the bus because it is the affordable option, not because it is convenient. There is no convenient bus route that I can use from my home, so I must drive to a park &amp; ride. If I have to drive and pay to park, and pay to ride, the cost begins to creep too close to the cost of driving to my workplace and to free parking, where I can get to my destination faster. I'm very frustrated by this choice to charge folks using transit in the suburbs, where ridership is already very low because of the lack of convenience.</p>
<p>I don't drive so feel free</p>
<p>I don't drive. Please prioritize transit riders over drivers. I don't care about parking. I want more money going towards new stations or extending hours.</p>
<p>I don't like basing parking costs off of available nearby parking. To me, that means parking costs will constantly be going up.</p>
<p>I don't own a car</p>
<p>I don't see how making transit more expensive for those that don't live near a bus stop will have a positive effect on ridership. This change will absolutely decimate ridership for those of us from the suburbs. I'd rather just pay for parking and gas, and drive myself downtown at this point. Hell, I can just find parking on a quiet residential street in Seattle proper and bus from there. The only time I wouldn't would be if I'm catching a flight at SeaTac.</p>
<p>I don't support sound transit subsidizing drivers at the tune of \$6000/year. Parking construction costs are extraordinarily high, and it's a waste of sound transit funds to focus on parking rather than improved or expanded transit service.</p>

I don't think any of these options are going to have the intended effect of further carpooling. I think you're going to discourage ridership by making it less affordable to take public transit. People take transit to avoid paying for gas and parking; by adding parking fees you are eliminating one of your incentives.

I don't think I would use the park and ride anymore if there was a charge for parking.

I don't think it's worth it to charge for parking because people won't pay for it. If fares increase and we have to pay for daily parking, it gets expensive. I choose the sounder because it's wayyyyy more cost effective than driving to me job, but if rates keep increasing and parking is no longer free, it isn't going to remain a cheaper option. A monthly parking pass for those who take it every day for their commute that is a good deal makes way more sense than having to pay every single day but still keep daily fares available for those who take it for sporting events

I don't think parking in the areas outside of urban centers should have parking fees. Many households have multiple wage earners that cannot carpool due to the nature of their work. They will likely have to drive to the urban centers and seek free parking in neighborhoods or pay more than they can afford for parking. Free parking passes, similar to carpool passes, should be available based on income levels for those that cannot afford to pay daily fees.

I don't think parking should be free (it isn't free except that we give it away to drivers at the expense of people who don't drive). But anything that gets people to use transit is good and we have to make it easy and normal for it to take off and become routine.

I don't think these options are easy to understand and might be hard to socialize with the public.

I don't think this would increase access to public transit and I think it is counterintuitive to use these funds for the purpose of increasing access - what would the revenue from this actually go to? What are the planned actions? How does charging to park increase access - it seems like this is a deterrence?

I don't think you should implement parking fees. This plus higher transit rate would make me less inclined to take the public transit and is disappointing. Please don't make the lots paid!!

I don't typically have a car on me for parking, but if I did I don't mind any of the systems (although the daily fee is more straight forward to remember).

I don't commute daily and did not have issues with finding parking at Northgate during random times on weekdays except for the one time I was there during Mariners mid-day game. Weekend is when I have a problem on stadium game days. I have to plan in advance to not pay for parking in Northgate Station lot. Metro weekender email always have summary of downtown activity to help with planning.

I don't currently need to drive to use the light rail.

I don't drive isn't an option. One thing

I dont drive to the stations but it seems like making everything equal across the board makes it simpler. when things are complicated and tiered people will be turned off of using them. make it so that everyone know how much it is, so when we tell friends from out of town it can be one simple sentence instead of a chart of complexity.

I don't drive to transit, so I don't have an opinion about the specifics. It's important to me that users of station parking lots help cover their costs.

I don't drive, so my priority is to stop subsidizing those that do. Drivers should have to pay their own way.

I don't have my own car, so I don't have much of a stake in parking costs; however, I am concerned about adding costs that might discourage ridership. If our goal is to encourage public transit use and discourage driving, we should ensure that using public transit is significantly cheaper and more convenient than driving (or cheap enough to offset inconvenience). If costs are similar, what is the incentive to take crowded, dirty, and often less convenient transit options instead of just driving a private vehicle?

I don't know where else to insert this comment. Many folks would not need parking at all if the bus lines reaching the Light Rail stations would continue. It makes no sense to cancel all the lines that are moving folks to the stations!! A number of people that I know will suddenly be driving to find parking when they have been taking buses to these centers for years, or just continuing to drive downtown because now there is no alternative. It's as if Sound Transit and King County have decided that we no longer need buses as long as the Light Rail is running. That's insanity!!!!

I don't like the idea of paid parking, especially during non-peak hours.

<p>I dont like the idea of reserved parking. Very elitist. What about last minute decisions to head downtown for dinner. Would rather drive downtown than reserve transit larking, find it, another app, etc.</p>
<p>I don't mind paying for parking but I would like a discount on my fare pay when riding</p>
<p>I don't personally drive! I just wanted to say the analysis of pros and cons was really helpful. I wanted that on the light rail question.</p>
<p>I don't really care how much it costs. Just get it done! So tired of all the delays and contractor screw-ups.</p>
<p>I dont think all the slots, should be reserved, lots like MI should give priority to islanders first, as there would not be another park n ride option.</p>
<p>I don't think I've ever parked at a light rail station (and find the idea of doing so distasteful). I would prefer that stations not have a lot of parking at them and instead have things to do and places to live nearby.</p>
<p>I don't think most people are driving to different park &amp; ride on different days, and therefore the rate being consistent across stations (option C) is not that important.</p>
<p>I don't think there should be a charge for parking. The park and ride lots have been free in the past. Also, drug use should not be allowed at all. I will not use transit as long as drug use is allowed.</p>
<p>I don't typically use the park-and-rides but I am in favor of any option that allows Sound Transit to recover as much revenue as possible, assuming that revenue is re-invested in improved transit service to reduce car dependency.</p>
<p>I don't use park and ride.</p>
<p>I don't use park-and-ride lots because they aren't near my home, but a few dollars to cover lot maintenance are okay.</p>
<p>I drive now. If you charge for parking, you are removing one more incentive to transit. Plus, i my car, I don't get exposed to fentanyl and other illegal behavior - like idiots blaring boom boxes on link. Why would I pay for that?</p>

I encourage you to expunge the phrase "free parking" from use. The parking is not ever free. It always has a cost, because the land and/or structure has value. The issue is WHO pays that cost. For instance, should the person parking pay for the parking? Or should all Link riders, including those who walk to and from the train, pay for the parking? You at Sound Transit could help change the language used by your board and staff, other transit agencies, other governments, the media, community organizations, etc.

I feel like the increase in the costs associated with park and ride/ public transit would diminish the benefits of using public transit. I like that the lots are free and the fare is inexpensive, but if fees are imposed to park and ride customers and rates increase, it makes less sense to utilize the Lightrail and is more cost effective for me to drive to work. Even with current gas prices, if the cost to ride becomes more than \$12/day to ride, Its just cheaper to drive at that rate.

I feel like charging for parking defeats the entire purpose of taking public transportation. It's like an additional "tax" of sorts. If using public transportation is supposed to discourage car use, it would only be effective in doing so if there was consistent and viable local transit to get to and from the ST transit station specifically. And there isn't.

I feel like in order to encourage transit usage, it would be ideal to keep parking as cheap as possible. I hate how congested the traffic is getting in peak hours, and I really want more people to use the light rail because of that.

i feel like Sound Transit is going to do what they want anyway, my opinion does not really count. If the fare plus parking gets too much, Id rather just drive from Tacoma to Seattle (it'll cost basically the same so might as well have more control of my comfort) these changes will probably cause more driving

I feel like the busier locations should pay more. Those of us in less busy and further out stations shouldn't have to subsidize the busier locations.

I feel that the bike storages should be free and should be more encouraged why not incentivize non-car travel to the station are atleast dedicate a whole floor to bike storage in the garage.

I feel these goals and objectives guiding the provision and management of park and rides are not important now, with fewer riders. I feel the goals the agency should prioritize are staffing and getting the buses to work towards better time management before asking current riders to pay for a service that is deficient and sub-standard.

I find all of the options easy to understand and preferred order of Options are A, C, B. I appreciate comments about encouraging carpooling to P&R's, but for most families, that's not an option. To start, I don't know anyone with which to carpool, and more importantly, I have small children on different schedules and a spouse that also works, so schedules need to flex...likely the case for many daily commuters. I've tried the bus options from Shoreline to Northgate and largely find them unreliable and have been left stranded when buses don't show, so no longer consider that a viable option. When the North Shoreline stations opens, I would strongly consider a monthly permit simply so I don't have to stress about varying schedules and getting to my job. Greater clarity on how carpool permits would work, i.e. are they for Carpool van only? How do you keep single occupants from gaming the system?

I get needing to charge, but an initial fee of 3-4\$ is way to high. That is 60-90\$/month. With hyper inflation this is a big deal. I'd start at 1\$ for a few years and slowly

I hate paying for parking at any transit station it just adds cost. Adding fees to light rail station will drive people catch the bus. Is this a away for Sound Transit to recoup cost on non paying riders? I see non-paying rides every single time that I catch the light rail, especially between Angle Lake and the Airport.

I have been taking the light rail for years now. The main problem is lack of parking. I don't believe option b and c are a solution.

I have noticed that construction workers are parking on P&R and taking up space from people who use it to commute to work. This situation needs to be addressed instead of charging fees in P&R. Another concern is what if someone parks in the spot I paid for and reserved, especially if I am in a hurry to get to work?

I have used the Link before, but with a slower ride and more stops it has often not been a compelling option for me unless I'm specifically avoiding traffic and parking fees for an event in Seattle. If there is a parking cost on top of the fare to ride, it would likely remove it as an option entirely as I already have to drive to Federal Way or further to access it (I live in Tacoma).

I haven't owned a car in over 30 years, so parking is irrelevant to me. I support the idea of charging more in wealthier neighborhoods, but not so much more that people would use public transit less.

I honestly do not feel that there should be a fee to use the parking lots. If I have to run an errand downtown and I live near Tukwila, I should not have to be penalized because I am not a carpool or regular user. The goal is to get people out of their single use vehicle and make it convenient to do so.

I hope ST will reconsider this decision.

I just don't understand why there's a need to take more money from people. A great benefit of taking light rail is that it's supposed to be more affordable. By charging for parking and ALSO increasing the ticket prices, any benefit of taking the light rail is removed. Especially if the parking price is \$10 (as mentioned above) it would be cheaper to drive and park downtown. It's also likely that the people who are using park and rides are the ones trying to save money and/or reduce their environmental impacts... both of these reasons benefit western washington, so why punish them (us) further? This will disproportionately affect PoC and lower income classes. Find your money source elsewhere. I will note that even those of us making more money still have extensive costs - especially considering the issue of student loan costs. Having to spend an additional \$50 a month more or less to go downtown (to spend more money to stimulate the economy) may be cost prohibitive. Many people don't have their employers paying for the Orca cards and thus any additional cost from increased fare prices and parking would add additional strain to already tight budgets. Washington/DOT/Sound Transit should really care more about their people.

I just hope this makes my commute easier. I'm tired seattle drivers trying to kill me every time I commute.

I know sound transit is not in charge of the buses, but currently it's a 10 minute drive versus an infrequent 30-35 minute bus ride to the Northgate transit center on the 345. I'll probably go to 148th when that opens, and 130th only if there is a bus that is easy to take. I'd love to take the bus to the station but it takes so long. I also think paid parking is going to discourage not encourage people to take the light rail, and will lead to people trying to park on the neighborhoods. Also, I'm assuming parking will be a lot easier at the Northgate park and ride once the stations farther north open, and if a station farther north has a cheaper parking rate people will go there instead. People riding Monday- Friday will make up a lot of the riders- why not a discount on the daily parking fee, like getting a monthly Orca pass?

<p>I largely do not use parking</p>
<p>I like demand-driven parking pricing. We should not be incentivizing driving, where possible.</p>
<p>I like reserved parking as I like to know I will actually have a place to park the days I have to go to work.</p>
<p>I like using public transit. I primarily use it to attend shows and sporting events downtown which helps support the local economy and culture. If I have to pay to park at a parking ride I would STOP taking public transit and either not go downtown (which doesn't support the local economy/businesses/culture etc) or I would just pay to park down there itself. Paying to park in order to take public transit is a barrier to riding public transit. Additionally, (I use northgate) reserved permit parking hasn't made it it easier to find mid-day parking or after work parking at northgate. The lot still fills up in the am and remains quite full until night. We need more FREE parking, not the same amount of parking you now have to pay for.</p>
<p>I live in Auburn. I am 70yo who uses light rail to get to SeaTac airport to send and receive my grandkids who live in Pennsylvania (I currently park at Angle Lake) AND send and receive one of those grandkids to and from the other grandma who lives in Woodenville. I also look forward to the day when I can take a taxi to Federal Way to catch light rail to SeaTac when I fly in and out of town. I also use Handicapped stalls, which there are never enough of. I do not see any senior or handicapped discounts here. I worked in Downtown Seattle for 30 years and never drove in once. I used Metro buses and then the Sounder all those years. The worst part was finding a place to park my car. I certainly hope that parking fees can be paid by the use of the ORCA card.</p>
<p>I live in Tacoma, and it appears the Tacoma Dome parking will continue to be free. Currently, I take the expanded Tacoma lightrail line to the Sounder and leave my car at home, but when I do park, I park at Tacoma Dome. So this price increase has little impact on me.</p>
<p>I manage one of the Towers in Downtown Seattle and have looked extensively at Hybrid Parking solutions for parking lots and garages. PARKABLE was heads and shoulders above the rest and I am implementing it into my Towers garage.</p>

I miss my express bus that went through the downtown transit tunnel. It took me 30 minutes door to door. I regret giving tax dollars to sound transit, as I no longer have functional transit where I can get somewhere in a timely fashion by walking out my door.

I normally use Link to go to downtown events in the afternoon or evening. I don't carpool, as I meet others downtown who come from other areas. The best option for me is to park SOV and ride. If I can't find parking or it's too expensive, I will drive alone downtown. Why? Because the transit connections between my home in downtown Edmonds and any Link station are not even close to being frequent enough, especially for the return trip. I also think Lynnwood P&R will be overcrowded when light rail opens there. I hope one of the stations north of Northgate will have reservable spots. Northgate is a 20 minute drive from my home (too far to bother most of the time). I can't really answer the question about whether option C reserved parking + flat daily rate is affordable since you don't list a price for reserved parking for SOV. How about a half day or evening rate for reserved parking? P.S. I'm a transit supporter and when it's convenient I prefer it to driving.

I often travel with my family of 4. If I have to pay to park at the Park and Ride and then pay for 4 tickets on transit, it may be cheaper and/or easier to just drive to wherever I'm going and pay for parking there.

I only use the park and ride so I can save money on parking. I would no longer have a reason to use the light rail if I had to pay for parking

I oppose ALL of the options to pay for park and rides. The integration between Metro King county and sound transit is a failure. I live within a mile of Northgate light rail. Without driving, the fastest and only reliable way to access light rail without driving, is walking 20 minutes. Given the failure of metro kc to provide access to light rail, driving is how I get to the light rail.

I pay through the NOSE for property taxes AND car tabs to support Sound Transit. WHY should I ALSO have to pay to park at your lots? ESPECIALLY when half the time, the escalators & or/elevators dont work, Security almost NEVER does anything ON the train to make things safer or stop folks who are NOT senior or disable from sitting in these designated seats

I personally would drastically reduce my usage of park-and-ride lots if a daily fee was implemented. As a commuter student, any additional fees (that would not be covered by the UW-subsidized ORCA card such as park-and-ride fees) would make commuting much more expensive and time-consuming.

I prefer a variation to option B, which is that prices automatically fluctuate based on actual parking space usage - install systems that measure open parking spaces and make rates variable based on usage - eliminate "Frequent price changes require more frequent updates to passengers" by telling parkers that rates are variable and make signage and machines automatically update so signage doesn't need to change.

I prefer Option C. However, me personally, I don't drive a car. I'll always use transit to get where I need to go, this will not affect me.

I rarely park at the park and ride but if I do it is to use the line to get to the airport. I wouldn't use the line for the airport anymore because I can't predict if I'll get towed or ticketed or pay for something unexpected. Bye bye loser ght rail to airport.

I rarely park, but when I do it is off-hours (often late night or weekend) when there's no premium for parking spaces. I'd love to see parking at these times be lower cost since the parking is a convenience but not a limited resource.

I rarely use parking lots for Link (and do not expect to).

I recently moved to a home near Northgate partly because of the availability of free parking near the Northgate station. I foolishly did not consider how fragile and temporary that availability would be. Please continue to provide some free parking near as many stations as possible to encourage train ridership. The goal of "making parking more available" is falsely met by increasing cost -- keeping people from using the resource because they can't afford it isn't "meeting the need." Please do not price us out of using the train. Only once in the last year have I failed to find parking at Northgate when I needed it (usually away from the morning busy time). As more stations open to the north, more people will park there instead of having to drive all the way south to Northgate. This should help reduce the demand at stations south as more parking becomes available near northern stations. For the questions below, having parking be "easier to access" means free to me, not how many spaces might be open.

I ride occasionally but my wife is a daily commuter. We currently have one ev vehicle and plan to get another when we can afford it. With the increase in ride costs, adding parking costs would price us right out of using transit and right into driving two cars downtown daily. Currently, she can park for \$20/day because she needs to get to work so early. With an EV and zero cost of gas, it will cost an extra \$3 to simply drive in, and she will save over an hour daily on commute. Given the growing number of EVs in the city, adding parking costs to transit will simply force more cars on the road as the cost of driving and parking will be barely more than transit parking.

I ride the light rail every week and I would rather sit in my comfy car/park downtown than pay for parking at a park and ride on top of paying for an increased light rail fair. Between higher gas prices, paying a massive amount in tabs and insurance, I think this city is greedy and asking too much of the people that live here.

I see Tacoma Dome structure is not listed (likely run by Pierce Transit). I do not want this to cause travelers to park at Tacoma Dome lot if the pricing is cheaper thus causing congestion in the structure I use most often.

I spent 11 years working in parking garage management in downtown Seattle. With regards to the Federal Way Transit Center (the parking structure I use regularly), I'm extremely, extremely doubtful that we could find a daily payment system that would be a) cost-effective and b) user-friendly. Ticket payment machines are \*always\* an annoyance. Can you consider some sort of monthly paid pass, perhaps something that drivers can display on their dash like the state park Discover Pass? I would rather over-pay with a flat monthly fee than pay daily at ticket machines that are prone to breaking down, vandalism, and robbery.

I strongly and vehemently oppose any paid parking options.

I strongly believe that if we had a better way to collect light rail rider fees we would generate millions of dollars. I would say on average only 30 % of riders pay a fee for the light rail. This on your honor system is not working. Then we wouldn't have a need for parking fees

I strongly disagree with reserved parking restrictions and parking fees for public transit riders at any and all Park and Ride Lots. If parking fees and reserved parking restrictions are applied then the Park and Ride simply becomes a Parking Lot and in that case I much rather drive/enjoy the convenience of having my car and use a Parking Lot.

I strongly dislike any of the reserved/monthly payment options because they don't work well for people who can work from home for part of the week, which is a high percentage of people. Many of us have unpredictable schedules so reserving single days in advance is too confusing and complicated. Things are different now compared to before the pandemic and I think you should switch to daily rates only with no reservations/permits at all.

I support reserved parking for carpoolers but not for individual drivers. If individual drivers have reserved parking that they have paid for in advance, they will feel the obligation to drive and park (like a gym membership that you pay for and feel guilty about not using :-))

I support the use of fares to pay for the inherent cost of parking. In discouraging vehicle access, you must also actively work to improve transit frequency and access to the stations. My home station is Tukwila. At busy hours (and sometimes at off-peak hours) Metro Flex service is unavailable due to demand. Pay-for-parking will increase demand further. My closest bus serving the station is the 128, still a 15 minute walk from my house and with only 30 minute headways at best. That's a lot of time just to get to the station, much less my destination.

I take the light rail 4 times per week, the station does not have many individuals who are carpooling together. If they were carpooling together they would probably rather just drive their car and utilize the actual carpool lane and get to their location quicker than the train. If I didn't receive a stipend from school to use the train services I would have a hard time justifying the cost when the train is dirty and unsafe.

I take the link over other transit because I do have to think. I show up to angle lake and I know there's a guaranteed spot. It hasn't been full since 2019. A lot of folks are commuting only a couple days a week so a pass doesn't really make sense. This is no longer an affordable option.

I think a "hybrid" option, let's call it Option "D," should be considered. Option "D" would be Option "C," with the addition of providing g for reserved spaces in lots where demand warrants.

I think charging for parking discourage use of the light rail for people who do not commute daily. I mostly take the light rail to downtown, so I don't need to pay for parking in the city. If my wife and I each pay for tickets, then also have to pay for parking, it starts to be cheaper to drive instead of taking the train. That feels counterproductive, and like a bad idea to me.

I think having a robust bus system helping to serve the light rail stations, and prioritizing the expansion of food, shopping, and other amenities near light rail stations is a much better use of space than parking lots. So if you are to have parking, make it \$12 a day and the bus tickets \$2 to encourage people to use that option instead. And then replace most of the parking lots with places people want to visit.

I think having to apply for permits would be one to many things to think about for me and I would end up not using the light rail at all. There isn't a coinvent par and ride by Roosevelt station, though, so I can't say weather I would use the other options, though.

I think it's important to provide the option of purchasing a monthly permit for a price that is less than the cost of paying for the daily cost every day to regular commuters. People who use public transportation regularly should get some sort of benefit for doing so.

I think multimodal transportation access such as bike lanes connecting to the stations would also be great but apart from possibly the station design itself to accommodate such modes I would prefer any other elements of bike infrastructure to be entirely or mostly funded by the municipalities responsible over the area to avoid the occurrence of "betterments"

I think option A could be used to encourage carpooling best. Option B could overload certain stations.

I think option b would be even better if the prices reflected the true market value of the parking. At the very least the price should be as high as needed to account for the cost of maintaining the parking. Society should not subsidize car ownership.

I think Option C is the easiest to understand, but I would be happier if I didn't have to pay as much for parking. I choose to take transit because I attend the University of Washington, and parking there daily costs about \$10 a day. If I were to add up the costs of taking transit, if I had to include parking costs, it would total up to almost about the same price. (I know some companies in downtown that have a similar pricing system.)

<p>I think people are used to variable fees because of tolls. Is it possible to be truly variable and change based on time of day, usage, etc? This is how many parking lots currently operate in downtown Seattle and some street parking.</p>
<p>I think permits are needed to promote light rail to commuters. No one wants to think about parking options on the way to work.</p>
<p>I think reserved spots are incredibly important for daily commuters and are an essential requirement, although the reservations should be time limited (i.e. reserved until 10a or 12n). Lots need indicators of when and where spaces are available.</p>
<p>I think simplicity is a huge factor in encouraging use. Variable daily rates are liable to be a big turn off.</p>
<p>I think Sound Transit can use Orca as a payment method. but parking fee need to be pilot before using it.</p>
<p>I think that in any option parking should be free after a certain time, such as 11am. Many midday parkers (such as myself) are actively choosing to take transit over driving, and a parking fee would drive us away. On the east side (Mercer Island, Bellevue, Issaquah) most neighborhoods are underserved by midday transit at acceptable frequencies. Changes without this feature would drive me away from transit or lead me to explore other parking options near stations.</p>
<p>I think the paying for parking will cause less people to use public transit. We will park not in paid lot causing neighborhood issues.</p>
<p>I think there is a typo. Should the third option indicate it is NOT reserved?</p>
<p>I think using the light rail in general already reduces unnecessary driving so the carpool/permit situation probably isn't needed. Also, one of the hallmarks of riding the light rail is that I save money by not driving. If I have to pay \$4 just to park to ride the light rail, then I'm losing value and not getting as much benefit. It would highly discourage me from using the parking garages and riding the sounder/light rail. Rather than charge for parking I would want Sound Transit to campaign for more funding or apply for more grants.</p>
<p>I think whatever increases ridership the most is the best - I'm glad users of the parking areas will be asked to pay for it.</p>

I thought all the money you're taking from Tabs is supposed to help pay for ST? Charging people to park is only going to discourage people from riding the Link. If you are going to charge the lots should be safe and secure which currently I have never seen any security in the parking lots. Also you mention using the parking revenue to help expand and improve. That tends to never be the case with ST, if the public trusted you at all after all the bad blood the last decade then maybe I could believe that.

I thought Option C had No Reserve parking.

I understand and empathize with the desire/need to generate revenue, but charging for parking at park and rides will encourage people to drive their personal vehicles instead of taking transit. The value proposition of commuting by transit is that it is cheaper than driving your own vehicle. The downside is it takes longer. At the prices listed for parking, plus the fares charged for the transit itself I can say that it almost negates the cost of me driving the entire way into the office (lynnwood to bellevue). With these changes it will become a choice of if I want to save an hour of my day (Its about 30 minutes extra to bus to work over drive, each way) or not have to be physically behind the wheel, and I can say that I would most likely choose to drive at that point. I can tell you that at least around my office, I'm already one of the more pro-transit people and this change would be counterproductive to the goals of encouraging ridership.

I understand paying for reserved parking. If I have to pay to park AND pay for my train ticket, it is no longer cost effective to take the train. I can drive for cheaper and I will stop using public transit.

I understand rising costs, but this feels like taking advantage of people. I already am paying \$7 per day to take the train 3 stops. With parking tacked on it would be \$10+ per day depending on the option. The time and money using transit vs. simply driving is about the same at this point. With increased costs it will make more sense for me to drive and have the convenience of my own vehicle. To me the idea of public transit is to get cars off the road, provide bulk transportation, and be a cost effective way to move about. This effort takes us further away from that. Furthermore, it would be a different situation if the system was robust enough that I could leave my home without my vehicle and get to a main transit station in a timely fashion, then I could see charging for the parking spots. But that isn't the case, I have to drive to the station. Scrap this pay to park idea!

I use parking to take rail to work 5days a week. If \$4 per day, it's \$80 per month. That's expensive for middle class people. Maybe discount for orca card holders, so more people will buy orca card not riding for free.

I use the link because parking downtown

I use the Link every weekday to commute to and from work (Northgate>Westlake>Northgate). Option B would make the Link more expensive than driving my EV to Pike Place and parking in my office's garage. I would stop using link if parking was \$6 per day at Northgate.

I use the parking access at Northgate daily, almost at least 6 times a week if not all 7 days. Because I live up north in Bothell, I drive down just to park, ride the rail, and ride the bus afterwards to get to work at Fred Hutch in SLU. Since I pay for my orca card at the hutch, I utilize it very often. If the sound transit decides to make parking based on pay, not only would it cost more for me to buy a parking spot, I will have to purchase a parking spot at my work place anyways. The amount I calculated per month cost more to park at the Northgate than it would at work. Because the bus in Bothell is very far from me and the limited amount of bus system in Bothell is not a time saver at all. Please do not implement parking fees at these parking access.

I use the Puyallup station. It is unfortunate to charge at the Puyallup station b/c with the new garage there is no issue with finding a space to park. I understand that the new facility costs money, but do taxes go to pay for that? The argument in the case of the Puyallup station to start charging to open spots doesn't make sense because the garage never comes close to filling up. It seems like for the Puyallup station, the choice to charge is purely about recovering the cost of the garage. If you want to encourage more people use transit, charging for parking to "open up spaces" means that some people will not be able to pay or want to pay, that's why the spots open up so they will be forced to find other options like driving. I live about a mile from the Puyallup station but have mobility issues and cant walk long distances. Also, the walk would be 20-30 minutes, adding that time to my commute. So from a reasonable 1 hr 10 min, it could become 1 hr 30-40 min. That is a big change, but I would not be able to walk that far regularly, so I don't know what I will do if you start charging for parking. There is also no bus that goes near my house so I don't know what my other options are because I cannot pay for gas and parking all the way to Seattle for work. For the best case scenario of a flat rate of \$4 - \$4 x 5 days is \$20, X 4 weeks is \$80 a month. That is a lot to ask. I only use the lot once a week, so it is more affordable, but I worry about other people that use it more, and have less resources. I am also worried about the extra stress of making sure I pay for the parking every time I park in the lot. Thank you for taking into consideration public opinion.

I use transit to go to the doctor and need spaced to be available after the rush hour

I used to commute to Mercer Island from Seattle and I did not have a car at the time. I am pretty appalled to see that you plan on implementing some of the highest prices there. From my past experience, the bus service there was desperately sparse. How on earth do you expect people to GET to the Mercer Island station if not by car..?

I was able to prioritize living near a bus line, so I'm unlikely to ever need to drive and park at a park & ride.

I will be drastically less likely to use transit if parking becomes paid

I will drive to work rather than pay a fee to park and take light rail. I can find parking for the same price as using transit and paying to park at one of your stations. BAD IDEA!!! People that live near me don't work in the same area so carpooling is not an option. Working closer to home and not using transit is the best option.

I will NOT pay for parking. You charge hundreds of dollars for car tabs and are over budget every single time. Not to mention behind schedule. The parking was taunted as being free and NOW you want to start charging? INSANE. I hate sound transit and you continue to get worse and worse. Sad thing is - I've been riding sounder for over 15 years.

I will not use light rail if I have to pay for parking. It adds an extra step and will make it cost more money. I would rather pay more for the train itself

I will not use transit if I have to pay to park. I would rather drive than pay twice to use transit (parking and train).

I will stop using Sounder commuter train option if I have to pay for parking.

I wish commuters did not have to pay for parking. I think that it will discourage people to commute. If the fare round trip is ~\$7 and I need to pay an extra \$4 for parking, that would make my total of commute \$11 when I could just drive to my school and pay the \$7 all day parking. For people who need to commute often, this would be so expensive and such a hassle. I also do not think it will encourage carpooling. Many people do not carpool not because they don't want to, but they do not know many people who have the same schedule and flexibility as them.

I wish there was a way to expand free parking instead of charging fees to free up spaces. For example at Northgate, there's a bunch of parking spots by the mall just sitting there during the morning commute because of the cost.

I work odd hours, and it is so hard to get a parking spot at Northgate right now I am afraid that there will be no spots when I get there. Many times I go hours early to make sure I can get a parking spot.

I would add people use park and rides as means to carpool to other location. I for example use it to meet up with people to carpool for hiking in the mountains to reduce cars at a trailhead.

I would almost always use Tacoma dome parking and it is not marked as converting to pay parking. I remember struggling to find parking after 7 am in the before times, I'm a strong advocate of a reservation system at every lot including Tdome to prevent missing the train while searching for parking...

I would be unable to pay any fee.

I would be willing to pay a small fee for parking if there was an active effort to increase safety in the park and rides. Since returning to work in 2022, I have had my catalytic converter stolen, my car tagged and a window broken. If paying a small fee would increase security, I would be willing, however \$10 a day is simply too much.

I would hope that security & cleaning of the parking lots would increase as well. For example, the Tukwila lot is absolutely filthy with trash everywhere, inside the station & in the parking lot. I would pick up trash myself, but that parking lot is sketchy, even during the day with groups of people hanging out & throwing more trash. I've seen it happen. I don't feel safe there at night & that's mostly when I use the light rail.

I would like a monthly parking pass for a park and ride of my choice, if we have to pay for park and rides. I only use 2 park and rides so I wouldn't want to have to pay for all of them. I want it built into my Orca fare/card so I don't have to worry about it every day, I don't want to worry about day to day passes or forgetting to get a day pass and have a kiosk or store not open to buy one from. If I have to pay \$4 a day to park at a park and ride I would find somewhere else to park, because right now it's included in my Orca fare..

I would like if there were some free options. With inflation and cost of living, it's feels like everything costs more and more. I'd likely just find free parking somewhere and walk rather than pay for parking and then pay for transportaton.

I would like sound transit to choose the parking program option that has the most positive impact on ridership and on the agencies finances. Sound transit has built a lot of parking as is and I imagine the existing parking infrastructure will be able to handle future use but cost benefit analysis should be taken very seriously to both current and hypothetical future parking programs. For instance I would personally be ok with higher parking fees if it benefited sound transits budget to enable them to bolster service in areas of greatest demand

I would like to be able to "tap" my orca card to pay. That way I do not have to pay at a terminal or when existing the garage.

<p>I would like to know how Sound Transit plans to enforce parking fares when they will not enforce ridership fares.</p>
<p>I would like to pay for parking with my transit card. I think paying for parking is a deterrent at park and rides. I only need to park once a week. But I won't pay to ride the train and park. I ride the train M-F.</p>
<p>I would not like pay parking, especially if it applied to everyone. I don't think Sound Transit should pursue this. There are not good east west public transit options to the Sounder Station on my daily commute.</p>
<p>I would not take transit and drive myself to work</p>
<p>I would not use parking unless absolutely necessary. I would take the bus to light rail, walk, or ride my bike (and take my bike on the train, or lock it in a bike locker I could pay for with my orca card).</p>
<p>I would not use the link light rail if I had to pay for parking. I am already paying to ride and would rather pay a higher fee to ride the rail than pay for parking EVER.</p>
<p>I would only use the light rail if I had guaranteed parking every day</p>
<p>I would opt to drive into Seattle where I would have a cheaper over all transit cost with added price of parking at a transit station. I can not carpool as working times and drive times from my home do not line up. With the amount the rta tax occurred this seems widely financially inefficient. Rates continue to increase and no additional times or better usage of the trains has occurred.</p>
<p>I would pay quite a bit for reserved parking.</p>
<p>I would prefer an annual lottery so everyone had access based on changing commute needs. Please combine this with removing passes if they aren't used 25 times in 60 days or similar.</p>
<p>I would prefer that there were permits.</p>
<p>I would probably just drive solo to Seattle. One of the major reasons I use ST is for the free parking.</p>
<p>I would probably start driving to work again. Your proposals would nearly double my daily cost to ride. At that point it would not be worth it to me.</p>
<p>I would rather the ride fee go up instead of the parking go up. If I have to pay for parking and for the ride, I'd rather just drive to work. It defeats the purpose of commuting.</p>

<p>I would say if you really want to reduce the load to park and rides, finding ways for people who live nearby to easily and quickly get to the transit stops without needing to take P&amp;R spots would be the better choice. I know there was/is a pilot program of a shuttle service around the Lynnwood transit center where locals can get picked up and dropped off at the station. This encourages locals to not drive and park at the P&amp;R and leaves spots available to those who are commuting from farther away and likely don't have other options.</p>
<p>I would stop using light rail completely if I had to pay for parking.</p>
<p>I would stop using light rail if I have to pay for parking</p>
<p>I would stop using Link if I have to pay for Park and Ride parking. Why should I drive all the way to a Park and Ride and pay to park if I could just keep driving to my destination and pay to park there? My public transit ridership would completely cease.</p>
<p>I would stop using the link rail permanently if paid parking was added. Why should I pay for parking when I'm already paying for the ride? I would rather drive or even pay a slightly higher ride fee.</p>
<p>I.e. 15\$ flat fee for transit, including daily parking at park and ride</p>
<p>I'm happy with the service provided by ST. The prices are reasonable and it's a great convenience for me parking at a park and ride and commuting to work. I'm fine with paying more for fares and parking, but please don't insult me by saying that you want to charge for parking from commuters to pay for operations when you refuse to install fare gates at stations to ensure almost everyone is paying their appropriate fare.</p>
<p>I'm not a daily commuter-I use the light rail to get in and out of Seattle for special occasions (sports, concerts, tourist stuff) I love the light rail for its affordability and ease of accessibility.</p>
<p>I'm not super interested in having "available spaces" throughout the day. I think first come first serve is the best way to ensure that the parking lot is being used to its fullest extent. I get to the lot much earlier than most and I don't want to have to struggle to find parking around "reserved" spots that aren't even there yet?</p>
<p>I'm on Whidbey and would like to park and visit downtown Seattle, and/or be able to get to the airport. Doesn't look like long term parking would be an option though.</p>

I'm one that plans on using the light rail when it opens in Lynnwood. I'm okay without reserved parking as long as I can always find parking. To me I want to use the light rail but I need to drive there, I will never bud there, so I need to know there will be enough parking available the three days I commute to the office. I again think a flat rate is the easiest and the city will get the money they need to maintain the lots.

I'm very concerned that fee increases make people less likely to ditch their car. I see plenty of available parking at northgate with unreasonable prices which feels like price gouging. Heading to Northgate expecting to park can be very frustrating.

I'd like to understand how charging for parking balances against simply capturing unpaid fares. It seems like paying riders are being forced to subsidize the unpaid fares for everyone that rides the train without paying because there is zero enforcement or disincentive to not pay.

I'd rather pay \$16 downtown and drive in un assaulted by druggies and homeless. Paid lots will be my final straw as light rail adds 20 min to my commute...40 if I bus from kenmore. I will give up on mass transit as the price continues to climb and benefits continue to drop

If any of these plans are implemented it will cause people to drive into work. Increase street parking. We already pay exorbitant fees through ticketing, rta tax, etc. you all need to figure out how to run sound transit and cut your costs without coming back to the people who you have been paying for this for over 20 years!

If buses came anywhere near my house, I would not need to park. Why don't we charge riders extra for buses that come near their houses if we are going to charge people to park. In essence I am already paying more because I need to drive to the park and ride. Charging to park is unfair to all those areas that really do not have transit service. Your options favor Seattle where buses are readily available and penalize areas such as the east and south sides where buses are only in the downtown areas.

If charging for park-and-ride lot, please consider ways to ease in-and-out the parking, especially important for commuters and events cars. Sensing technology, electronic verification, user account.

If fares were actually enforced, there would be more revenues and possibly not a need to charge for parking.

<p>If fees to ride transit go up the additional cost to park is a ridiculous additional cost. Since Covid ended there has not been a day I couldn't find parking, I see no need to charge for parking like before Covid. Either pay for parking or pay for transit NOT both. You all are nickel and dimeing the public for your bottom line and to line your pockets. It will cost more to park and ride than just to drive and park to my end location. I strongly disagree with the need and implementation of paying for parking.</p>
<p>If fewer people rode the train for free, you wouldn't need to charge for parking.</p>
<p>If I am charged for parking and riding the lightrail, it would be easier for me to just drive to my location and potentially get free parking there. I chose the lightrail currently because of the easy and free parking.</p>
<p>If I am paying for parking, then I hope that the funds will go towards keeping the stations clean with usable bathrooms. I can't believe how disgusting the link stations are.</p>
<p>If i have to pay for parking anyways, it would be easier and faster for me to just drive to work. I don't see how this will increase transit use.</p>
<p>If I have to pay for parking at the transit lot, I'm not going to use transit.</p>
<p>If I have to pay for parking I will stop using Link services</p>
<p>If I have to pay for parking in addition to the already high fee to ride transit I'll ride another transit operator or drive myself. I feel like we as riders are being punished especially single drivers. The lots are not full even at 9:00 am paying for parking is not a solution it will discourage ridership entirely and defeat the purpose. We as tax payers already are funding the projects through multiple avenues, this is just another means to line your pockets and make trains unaffordable and not worth having or using.</p>
<p>If I have to pay to park and pay for transit then I will just drive and pay to park near where I work.</p>
<p>If I have to pay to park at a Park and Ride, I will just drive my vehicle instead. There is no incentive for me to use Light Rail especially if I have to pay to park on top of the Light Rail ticket. Less hassle to drive my own vehicle or take an Uber.</p>
<p>If I have to pay to use the park and ride, I will not use it. Point blank. Period. End of story. Reserved permits are a pain, especially if plans change the day of and you weren't originally planning on using transit. Wealthy people will be fine, but this is going to harm low-income people</p>

<p>If it gets too expensive people will just drive and pay for parking.</p>
<p>If no one would use the parking because the rates are too high, then I question the wisdom of building the parking in the first place. I would rather we use the land to build something actually productive.</p>
<p>If parking at the Northgate park and ride cost \$4+, combined with a fare increase (making it \$6+ round trip), it would be comparable to just drive into the office (\$12 parking), so I would personally probably just stop taking the light rail</p>
<p>If parking gets crazy like it was before the pandemic. I would like the option to have a reserved parking permit to have a reliable means of ensuring I have a place to park. I think the variable rate is unfair to the lower income passengers, who really need to be able to rely on equitable transportation.</p>
<p>If parking lots are full that is a clear sign that prices are too low. Prices should be raised until there is always at least 15% availability. This will serve drivers and riders better, as well as raising needed revenue. I personally do not ever drive to a Link station.</p>
<p>If ride fares were enforced for all riders, there would be less of a funding issue, and those that regularly ride the train, and pay to ride it, wouldn't have to keep paying more for others. Every morning, I get on at angle lake and there are 5-10 homeless people sleeping in the train cars. Security goes through and makes sure they are still alive, and then allows them to stay on the train and ride back to Northgate. No fare is checked and no one is asked to leave the train, despite that being a rule. Transit is picking and choosing who has to follow the rules, discouraging its paying customers and creating an unsafe environment. From someone who rides the train daily, I would not feel comfortable letting my wife and daughter ride alone. Now, we're being asked to pay more for a dirty and unsafe ride while others pay nothing.</p>
<p>If Sound transit implements parking fees I and others will stop using your services. Public transportation should support free parking to access trains and buses. Why don't you instead make sure those who ride the light rail pay for their fare instead of milking more money out of those who pay? Stop this nonsense with charging for parking and don't use studio reasons like the ones you have mentioned above. You do not have any evidence supporting your ideas, it's much easier to charge for parking than check that riders pay their fee.</p>
<p>If the fee gets too high I might be tempted to find neighborhood parking instead</p>

<p>If the garage is full, you have failed in managing the garage.</p>
<p>If the goal is to encourage ridership, it makes more sense to have free designated local resident lots/permits.</p>
<p>If the goal is to get people to use transit we can't be charging them a parking fee.</p>
<p>If the intention is for people to ride the light rail more, then additional cost to the overall trip is counter-intuitive. Unless all funding for parking is strictly applied to the respective parking location and is placed into providing additional parking based on a occupancy. We all know this well never be acceptable as neighborhoods would oppose increased parking structures.</p>
<p>If the lots were better secured and not full of drug use, maybe I would consider.</p>
<p>If the parking costs at the lots gets too high, it could really impact many of the people who really rely on transit because it saves money over driving.</p>
<p>If there is going to be a charge with parking, I will just end up not parking and drive to work instead. I get free parking at work so why would I want to pay for parking and then pay for the light rail?</p>
<p>If there is reserved parking I expect a lot of those spots will be permanently reserved but not actually used, people will just reserve them because it's fairly cheap and guarantees them a parking spot. This, in my opinion, will make parking availability worse overall and encourage more people to make reservations even when they aren't going to use them all the time since there will be less spots available overall because many are being reserved (basically causing a race to the bottom where all reserved spots are always taken up)</p>
<p>If there were plentiful and free park and rides, I would use public transit, and so would many, many more people. Charging a fee at all is a great way to keep people in their cars.</p>

<p>IF these fees are implemented - and I'm sure they will be, since this is about making money and not about "improving access" - charging for parking isn't improving access, it's limiting those who can access the Parking structure. Don't try to fool us by making this sound like a benefit you are providing... IF these fees are implemented, please put the funds towards better security at the park and rides. I've already had to pay thousands of dollars in car repairs from attempted theft of my vehicle because Sound Transit doesn't have the personnel to properly patrol parking lots during the day. Installing security cameras that a single guard could monitor would go a long way to crime prevention, and eliminate the need for them to "walk" the structure, which I'm fairly certain they haven't been doing since pre-COVID.</p>
<p>If these options don't go ahead please still consider something. It's so frustrating having the secure bike parking cost money and car parking doesn't. We need to encourage people to bike when possible. Could the orca cards be used to pay for parking?</p>
<p>If this fees will warranty cars get stolen or breaking in?</p>
<p>If we are going back to pay options please make sure to give the people with disabilities that may not use disabilities parking on a regular basis to sign up.</p>
<p>If we can't charge the price of at least a round trip fare, we should demolish these parking garages and build housing in it's place.</p>
<p>If we have to pay for parking we will not use light rail</p>
<p>If we want to encourage people to ride buses parking should be free. Local drivers should get priority on parking spaces.</p>
<p>If you are going to charge for parking at the station, you need to make sure there is plenty of bus service to get us (Mountlake Terrace / Brier) to/from the light rail station. Current service is not at all frequent enough.</p>
<p>If you are going to charge for parking you have to invest in security for the parking lots. No one wants to pay to get their car stolen or broken into. If it was secure I think people would be more willing to pay.</p>
<p>If you begin changing for parking I will go back to driving.</p>
<p>If you charge for parking at light rail stations - I would not use it.      It's a new, almost 50% cost increase on top of public transit cost.</p>
<p>If you charge for parking, I will just continue to drive.</p>

If you charge for parking, you take away the main reason I use the light rail. I don't want to pay for parking when I go downtown or to capital hill.

If you charge more per ride, my company will cover it. My company will not reimburse parking expenses. This is a much less accessible option for your downtown ridership that is being forced to return to office to repopulate the downtown.

If you charge too much to park, there's going to be a flood of cars into the neighborhoods. As a homeowner, that would be unacceptable

If you do not offer reserved carpool parking, what is the point of calling?

If you don't make parking easy and inexpensive, people who have to drive to Link stations will just drive the car and skip mass transit altogether.

If you implement any of these, I will be forced to stop using Sound Transit. I cannot justify paying as much as you are asking for parking and then paying my bus and train fares (which you're also raising). I take public transit because I want to help the environment by driving less, but with these changes, driving would be less expensive, not to mention quicker. I park in the lot with the most expensive daily fees, and I often commute at unusual (midday, late) hours, and I have never not been able to find a parking spot.

If you introduce paid parking I will no longer use the Light Rail. My commute is already an hour and 15 minutes each way, I take the light rail because my company pays for most of it for me. It would be cheaper and less time consuming for me to drive my car to work and pay for parking at my office. My company would probably terminate our Passport program if you implement paid parking, because most of our office would discontinue using light rail and the office would not have enough people to continue paying for the Passport. Paid parking at light rail stations will only hurt people who need public transportation the most, they will not be able to afford using light rail. And your agency will lose a mass portion of your ridership and your revenue will decrease significantly. You need to keep the parking FREE if you want to encourage people to take their cars off the road and use public transportation.

If you start charging for parking, I will just drive and pay for parking downtown.

If you were going to have different fees for different lots, it would make sense to have higher fees for lots that have good connections to bus lines (where people can easily connect to the train via bus). This would provide an added incentive to have people bus + train instead of car + train. However, in areas that don't necessarily have good connections to bus lines, it would be helpful to have the parking fee lower, as the options are just not there to utilize other forms of transit.

If your goal is to decrease ridership, congrats. Why in the hell would I pay to park at your garages? At that point I'll drive to work and pay there. Glad I've paid thousands into this light rail system just to have to now pay more to use it.

If you're for paying "Fire department fees for prioritized response!" you're an idiot. Similarly, you guys have lost the plot on public transportation. Wake up.

If you're really trying to encourage transit use, there should be no parking fee AT ALL. I'm already paying the fare to get on Link, and my taxes subsidize the light rail system AND the parking already. I'm tired of being nickel and dimed.

I'll just park in the neighborhood or skip transit instead likely.

I'll put it flat not only you have parking spots blocked off for no reason so far but for safety in mind and seen a few spots open up for a vip not for clients but you pass it off as fully building issues. Why don't you put your contactors under more scrutiny for such failures or you guys open up spots That's not supposed to be for just VIPs. Then I'll consider saying sure paid parking.

I'm already paying multiple taxes living in Seattle to support light rail. Now you want me to pay for parking too? Really? There was a bus route that was supposed to take effect to make it easier for people to take a bus from Greenwood to Northgate. That was canceled. You allow drug use on your busses and trains and instead of taking a zero tolerance approach, you PAY for a study to tell me it's ok to breathe in the EXACT same smoke the users are breathing in to get high. Plus you have zero consideration for your drivers who are breathing in that same smoke all day. Not to mention the liability of them driving around 100s of people a day. Now you want me to pay for parking? Hahaha. It's like you're doing all you can to push people away. One of the points you based your transit proposal on when it was on the ballot for over \$100 billion in new taxes, was that it would take cars off the road. That clearly didn't happen. I used transit daily for the first 27 years I lived in Seattle, Now, after dealing first hand with drug use and users on your beloved transit (with ZERO security ... ever), and your new proposal for charging for parking, I will be driving on my own because it's actually cheaper and better for my health not dealing with drug smoke and being harassed by drug users. Yes that has happened on many occasions.

I'm exasperated by these options. If you want people to leave their cars and take transit, don't penalize folks for leaving their cars and taking transit!

I'm fine with parking fees. I grew up in NJ where train parking fees were standard. I prefer a simple flat approach and the ability to pay for reservations.

I'm interested in more longer term parking for overnight train and ferry trips. Those options are already extremely limited and discourage my use of transit parking.

I'm LUCKY. I live in the city. I even live right on a major road that has a bus line. I know friends and coworkers who don't have any bus that would take them to work in less than like 3 transfers and 2 hours, and they just live in nearby suburbs.

I'm much more inclined to use a reservation based system. I want to know there will be a spot open when I need it instead of showing up and the lot of full.

I'm not happy that I'll have to pay for my currently free parking. I wonder why you don't consider Orca card as a payment option for parking. I rarely have much time when I arrive in my lot to get to the train on time. I'd rather not have to mess around in order to pay every morning.

I'm not paying for parking at Tukwila Intl Station! There is plenty, I have never had an issue parking in either lot. You can't charge money if the demand isn't there. Pshhhhhhhhh. You can absolutely increase the fares without sucking up cash on parking.

I'm not personally affected as I have no plans to utilize park-and-ride.

I'm not sure how well variable pricing will drive behavior because people won't know before they arrive at a park and ride what to expect to pay.

I'm opposed to reserved parking.

I'm planning to be car free before the end of the year, and would rather there be covered bicycle lots or valets or something else to secure bikes for free or nearly free. Parking doesn't really interest me. I don't use park and rides, I walk to a bus stop that takes me to the transit center.

I'm pretty anti parking near a light rail station, so anything to recover from that loss has my approval.

I'm SO tired of paying taxes to Sound Transit and getting nothing for it. I live in Bothell and we've seen broken promises from Sound Transit. We were supposed to get a new park and ride lot years ago and that never happened. All we've gotten is our 1 seat rides from Bothell Park and Ride to Seattle changed to 2 seat rides which are more inconvenient and take longer. If you are wondering why more people don't take transit from Bothell or in North King County, take a look at the above facts. Charging to use the park and ride lots mentioned really won't affect me as the park and ride lot I use (Brickyard - switched we my 1 seat ride went to a 2 seat ride) isn't included and isn't even 50% used on any day of the week now. I'd only park at the included park and rides maybe a day or two a year for special and/or sporting events downtown.

I'm trying to limit my transportation costs by using public transportation. Paying to park does not help with that. If I have to pay I might as well just drive...

Implementing and promoting more bike infrastructure (routes to, secure bike parking, Bikes on Trains) that encourages cycle commuting to and from stations is huge opportunity to encourage more ridership, but also to remove lone occupant car commuting, as well as parking lot congestion at park and rides etc.

<p>Important to prioritize local transit to Link stations, which parking fees do. However, to maximize accessibility to Link for midday trips, pricing policy should ensure some empty spaces all day, but contradictorily, pricing should be moderate, to make Link attractive for non-downtown trips.</p>
<p>Improved safety. Too many break-ins.</p>
<p>In a perfect world I would vote for a solution that (A) maximizes transit ridership, (B) shows preferential treatment/design for carpools &amp; connecting transit lines over SOV drivers, (C) expedites the shift between modes of transportation, (D) offers monthly or daily spot-saver permits for confidence in using the system as planned, and (E) operates at a profit to return excess funds from drivers to expanding transit access for all in the community.</p>
<p>In all places car parking should be more expensive than bike parking.</p>
<p>In any case enforcement needs to be strong to ensure the reserved parking spots are usable, and carpool permits are not being abused.</p>
<p>In contrast, the South Everett P&amp;R is 80-90% full most weekdays and no fee is proposed for that lot on these maps.</p>
<p>In having higher rates in areas like Bellevue, Redmond, and Mercer Island, I believe this would charge higher income earners. This makes more sense than a flat rate across all cities.</p>
<p>In places like Mercer Island most of us can afford to pay. However I dislike the idea of shutting out those who cannot. Being wealthy should not buy someone better access to transit.</p>
<p>In Puyallup, the red lot is free to park and is 3 blocks from the sounder station. Those of us who moved from the red lot to park in n the garage will just move back to the red lot.</p>
<p>In the same way community transit parking is free, I recommend free parking for sound transit. If riders are charged twice (parking + trip fares) most of us will do the math and continue driving our car. If gas is \$5.00 and it cost just the same to park and ride- mist riders will chose their car than dealing with the inconvenience of paying for parking.</p>
<p>In the second part of the survey it states "Option C: Reserved parking + flat daily rate". This might have an unfavorable impact on the survey results.</p>
<p>Including more electric vehicle charging locations at parking garages could be beneficial.</p>

<p>Increase frequency of feeder routes (that feed into the P&amp;Rs). This will encourage some riders to leave their cars at home and walk to the feeder bus stops to catch a ride to the commuter stations.</p>
<p>Increase so ppl could get used to it. Let's be honest you don't care about making more spots open, it's a source of income to help fund projects / cover overages. But this initial sticker shock is asinine. With the cost of transit + parking it's almost cheaper for me to drive in.</p>
<p>Increase the fair and charging for parking means that it is more cost effective for me to drive into Seattle and pay for parking there. What about installing turnstiles? I see at least 40% of riders not pay. Increasing fair collection would solve this problem more than increasing rates.</p>
<p>increase the number of reserved handicap spaces.</p>
<p>Install gates at all entrances. Drivers then tap orca card for \$2 daily (or free) parking. If no orca card then they pay daily rate of \$5.</p>
<p>Interesting approach. Option B appears to be based on disincentivizing use of the P&amp;R lots to remedy undersized parking areas. At the early public meetings for the Northgate transit center, for example, ST and KC were warned vociferously and repeatedly that their modeled daily parking estimates were far too low, and that the planned N-gate parking area would be undersized (ST and KC were urged to preserve a much larger area of parking than planned). The Option B strategy of disincentivizing parking (and, in effect, use of the ST system) with an elevated fee of \$6/day at Ngate appears to be an acknowledgement that projected parking needs were indeed too low.</p>
<p>Introducing complexity to this system just seems like it will drive up operating costs and cause confusion and bitterness about public transit.</p>
<p>Invest in safe bicycle parking at stations and bike routes to stations to reduce the need for parking. Make it easier to bring bikes on trains. The hang up your bike spaces on trains are useless for riders with ebikes, as most are too heavy. Same for bike commuters with panniers. Are bike lockers easy to use and available without reservations? And, are they big enough for cargo bikes?</p>
<p>Is it possible to combine the flat fee with reserved parking permits or spots for carpools? Maximizing revenue is important, but I worry about ensuring parking availability for carpools.</p>

<p>Is there a way to tie the parking fee to the Orca card instead of a separate transaction with credit card?</p>
<p>Is there or isn't there reserved parking with option c? The questions and description contradict each other.</p>
<p>Is this removing ALL free parking?? That is not going to increase ridership. So many low wage workers need free parking.</p>
<p>It is absurd to charge for parking at these lots. It will discourage the use of transit and you are penalizing the people who most need transit and will be least able to pay an additional fee to use it. Absurd. You've taken enough of our money. Also, this survey is ridiculous because you don't allow people to choose a "no fee for parking" option. Hence you will be able to go forth with your results and make mishearing statements about what the "majority" of respondents preferred. I hope someone somewhere in your organization sees this for what it is. My answers to the questions below are, in general, "none of the above," but that option is not available.</p>
<p>It is already expensive and frustrating to use transit.</p>
<p>It is becoming more difficult for Mercer Island residents (from the South End especially) as Eastside residents/commuters take up parking spaces early.</p>
<p>It is much more important to have buses that can reach transit hubs and bike parking/storage than adequate parking for cars, which just encourages cars and defeats a lot of the purpose of transit. You will always be fighting against cars.</p>
<p>It is really public transit if I pay for parking AND ridership??</p>
<p>It is unclear what the painted numbers mean on the parking spaces in the garages and whether I am allowed to park there or not. Regardless of the solution, it is important to make the policy clear to ensure that those who use the garages only occasionally fully understand it.</p>
<p>It is unclear where these increased fees will go. Is this funding each of the \$215,000 parking stalls at the new south garages?</p>
<p>It is very important to delineate between Sound Transit parking facilities and the facilities run by ANY other agency. It is easy to confuse private facilities for ST run facilities and King County Metro facilities. As long as we can pay using our ORCA cards it would make things easy to understand and be a regular part of our commute.</p>
<p>It is very telling that your demographic questions don't ask about disabilities.</p>

<p>It looks like no fees at Tacoma Dome Station. Is it because this garage is never full? That's the one I primarily use.</p>
<p>It makes NO sense to include Issaquah in this survey since it doesn't have Light Rail access.</p>
<p>It reminds of when the City of Seattle sold Pacific Place and the attached underground parking garage that had very low parking rates. Soon after, parking rates climbed and people slowly started realizing it wasn't worth it to drive into downtown to shop when places like university village allowed you to park for free. In essence the city shot themselves in the foot. Don't do the same. You already subsidize rides and rarely enforce fare paying. Why punish the most respectful (and paying) class of rider - the long commuter?</p>
<p>It says here "Option C: Reserved parking + flat daily rate" but above it said unreserved parking. I answered as if it's unreserved parking.</p>
<p>It should cost a lot more to park than to ride the train. Make parking cost more and light rail free.</p>
<p>It sounds like you won't be accepting your own payment system (ORCA) for parking fees. Why not?</p>
<p>It think you should keep free parking. It could double the cost of riding link to pay for parking. There is no bus service where I live ( 20 minute walk to nearest bus and it does not go to a link station.) it already takes almost twice as long to go to Seattle on link but I believe in public transit. You would likely lose me and my family as link riders.</p>
<p>It would be a hardship to pay parking</p>
<p>It would be helpful to have an option for overnight parking. This is important for those taking trips or those who cannot safely drive home after a night on the town. Parking must be payable through Orca. The garage at Northgate requires a smart phone and credit card to exit the garage but that information is not made clear upon entry. Not Cool.</p>
<p>It would help if there was a way to see how many spaces are full (maybe on the transit app), so people can plan their commute accordingly. That way there is better flow and fewer people searching for parking spaces when the lot is full.</p>
<p>It's absolutely idiotic to start charging for parking. Lunacy. Utterly stupid. Our priority must be getting as many people as possible in public transit and out of their cars. Fund this with taxes.</p>

<p>It's been important to my use of the light rail to have free parking available. One of the biggest bugs advantages of using transit is not having to deal with parking at my destination. It's not straight up unaffordable, but even a modest fee could add up quickly, and would make me think twice about whether my trip was necessary. I most often park at Everett Station and take the 512 to Northgate. I have occasionally had trouble parking at Northgate if there's an event happening in Seattle.</p>
<p>It's costing me nearly \$30 a day to get into work with 80% public transport use. This will make my budgets even tighter. I cannot afford an extra 2-10\$ daily.</p>
<p>It's important to have free parking for commuters to/from work</p>
<p>It's great that you're going to all this trouble to include us in your decision-making, but I still think the best way to make money on our light rail system is to FORCE riders to actually pay for their ride! It is so simple, yet I see multitudes of people boarding at Northgate Station and there is no one around to make sure they've paid. Work on the most obvious fixes first before going crazy with sliding fares and parking lot issues. AMEN!</p>
<p>It's not clear to me who on Earth the variable rates would actually benefit, cuz it doesn't sound like the average commuter. And reserved paid parking is classist. This is public transportation, not a concierge service. Full stop.</p>
<p>I've tried to learn how to use Link light rail but the educational films are too fast.</p>
<p>-Just because you already offer low-income/free/student rates and WA is planning on raising the minimum wage level next year does NOT give you reasons to make more reasons to take that hard earned income from them.</p>
<p>Keep free parking</p>
<p>Keep homeless people from parking in the parking lots. Implement a parking fare enforcement system.</p>
<p>Keep in mind, as the Gates Foundation found in their garage: monthly permits ENCOURAGE GREATER USE OF PARKING.</p>
<p>Keep park and ride free. I am already paying for transit when I use a park and ride.</p>
<p>Keep park and rides free. If you want more riders don't increase their costs, it just makes them more likely to drive. If the cost to ride is just as much as a gallon of gas I'd drive and have the benefit of having my car.</p>
<p>Keep parking free</p>

Keep parking free. Pay to park kills the reason for using mass transit. Get the prices down.
Keep parking parking and rides. Free people can barely to eat and rent barely afford my bus, pass, sound transit pass and now you want to charge for parking to keep people out of cars and gas usage. Parking ride free.
Keep some spaces/hours/weekends free. Charge for a premium zone close to the station.
Keep the fees as low as possible - low flat rate with reserve permits at a slightly higher rate. If parking rates are too high it will discourage ridership - based on the proposed rates, and adding in transit fare amounts, it would be simpler and sometimes less expensive to just drive to my destination.
Keep the parking at the parking lots free. Like you already do since we are already paying a lot to take the Light Rail downtown etc.
Lack of free and available parking is likely the biggest obstacle to ridership
Leave parking alone first come first served no paying it defeats the purpose of riding the bus I mine as well drive downtown and pay for parking.
Leave parking free. I live very close to a station. I have to drive to reach it. Making me pay to park would eliminate the reason I ride the lightrail.
Let me explain to you my commute. To get to Northgate Station, I would first have to walk to a bus stop (5 minutes). I have to get there early since sometimes the bus runs early. (The bus I need comes every 20 minutes at peak hours, 30 minutes off-peak. So if I miss the bus, I just added a lot of time to the commute.) It's a meandering bus that makes a lot of tiny stops. It takes ~20 minutes to ride to Northgate under ideal conditions, but in traffic or bad weather that can be longer. How long does it take to drive that distance? All of five minutes!
Let me tap to pay for parking with ORCA card.
Let's stop subsidizing cars!!! Park and rides are horribly inefficient, expensive, and environmentally unfriendly. More public transit! And more rail where people actually live right now!!!! Why are we spending millions of dollars to satisfy a handful of people in the suburbs when we could satisfy hundreds of thousands of people actually living in dense enough areas where trains are fast and efficient and scalable modes of transit? Enough with Seattle's car obsession.

Light rail needs business partners and a rider incentives. It doesnt answer the question: Why would i ever use light raid when i can drive...
Link or local bus services should run frequent bus service to the light rail stops. Spending all this money and real estate on parking is foolish. Just build an integrated public transit system and people will leave their cars at home.
Link parking is the biggest problem. Not sure what can be done since cost overules acquisition of space to build garage. Sounder parking is more of an issue for late morning commuters at selected stations. H
Link will not be safe or fair until fare payment is enforced. Imagine paying for parking when no one is required to pay to ride.
lived further pay less makes sense
Lol if you charge for parking at park and rides sound transit will go out of business and then who will run the light rail?
lots will be full with flat rate.
Maintaining parking is expensive both monetarily and for the space involved. Having park and ride near the stations makes the stations less walkable and accessible for everyone else who doesn't use a private vehicle. Cheap or free parking is essentially making all the non-driving riders subsidize drivers. The only reduced or reserved parking that should be available at park and rides is for registered vanpools with 3+ riders.
Make better regional rapid transit before making park and rides worse. Put more penalties on non-transit users than those trying do better.
Make it easy as possible
Make it easy as possible. Maybe reserve parking online option with time range? Have parking prices depending on peak times? Raise prices during game days. Nice if we can reserve via app.
Make it free. Pass a tax to cover expenses. Expand the light rail to new locations and add trains to increase ridership.
Make Mercer island pay more
Making parking paid along with increasing ride fares will make less people use transit.

<p>Making people pay more for parking at lots that are taking public transit is ridiculous. This hits low income earners the hardest who are saving money by using public transit instead of driving. Now adding \$3-8 per day on top of their daily cost to ride will make it cheaper for some to just drive. This seems counterintuitive and I feel will only push people to driving. How soon will this be reverted if ridership decreases because parking is paid? What a ridiculous idea. I already pay \$8.50 a day to commute to and from work, now you want to possibly add more money? I would definitely stop riding and just suck it up and drive cause gas is still cheaper if I drive every day than it would be with this increase in cost.</p>
<p>Many of these individuals must supplement their retirement/disability stipend by continuing to work or seek healthcare options beyond their local area which, of course, necessitates commuting.</p>
<p>Many who ride transit do so because that is their only option with where and when they work. Many of those riders do not quite meet the requirements for Orca Lift. Carpooling isn't necessarily an option either. Adequate and fair access to transit for all residents is vital to our community.</p>
<p>Massively scaling up partner parking options near Sounder and Link stations (e.g. church parking lots), and providing frequent or smartly timed buses or shuttles to stations, would help ease things.</p>
<p>Maximizing revenue to support transit is the most important. The inclusion of parking does not seem to add significant ridership, and housing/other TOD would be a better investment than parking garages.</p>
<p>Maximizing transit usage is most important to me. I believe parking users should pay for parking. In general, transit users should not be subsidizing parking for a few.</p>
<p>Maybe explore partnerships with Uber or Lyft for rides to/from light rail.</p>
<p>Maybe instead of charging for parking Sound Transit should provide security for cars parked in park and rides. Because the only thing worse than paying for parking is paying to have your car broken into.</p>
<p>Maybe offer small, free lots to those first come first serve with a time limit to prevent residential overflow. Or free for x amount of time then charge per hour or 2 afterwards.</p>
<p>Maybe sound transit / king county employees should have to pay full price</p>

Maybe we should tax the rich in order to encourage people to use transit instead of having the choice of lightrail service be dictated by the people who didn't think we needed it

Might not be riding the light rail anymore because of these changes!!!! Public transportation should be free!!! Also, "early in the morning"? It usually doesn't fill up until 7:30ish, which isn't that early on a weekday! Cmon

Mobile app is the best option. The other ones are terrible. I don't want to have to wait at a kiosk when I'm trying to catch the train.

More bike parking. Less cars. Make passengers pay! Put in turnstiles!! Let the orca card also be used for payment.

More police and security. We need to be safe.

Multi-day/overnight parking would also be helpful, to accommodate WFH commute patterns and also airport trips. I actually live in a walkable neighborhood near a Link station, but my work/places I need to go are often not. So I could leave my car at the Link station Tues-Thurs and use it for the last mile of my trip, not the first, if overnight parking was allowed.

My car window was smashed when I parked in the Tukwila International Boulevard station parking lot, and it cost me \$500 to replace the window. Therefore, I will consider any parking charges as fare only if you significantly improve security around the parking lot

My God, I don't know who is responsible for this survey, but whatever you do, just make sure the Mercer Island park and Ride is not included in this dumb scheme. I live right opposite the Park and Ride and walk to work on the island and I have never seen the Park and Ride full since covid-19. People are not riding your trains/buses and to then find, you want to make people pay. It feels like there is such a disconnect. It feels like no-one is working in -office and has not even bothered coming to Mercer Island to see what the Park and Ride looks like each day. Just shelve any idea to charge any Mercer Islander for parking, a fourth choice. And you might want to concentrate your efforts on finding the person who hit people with a hammer. How come there is absolutely no description of the attacker? Let me guess, your cameras weren't working.

My hope is that in the future more transit use can be encouraged without needing to build more parking garages. By coordinating with bus operators, king county metro, community transit, and Pierce transit, to have those agencies run feeder buses very frequently so one does not have to plan transfers in advance. Also designing stations to be very convenient for transferring bus riders would be quite helpful

My job charges \$10 a day to park on site, or there's a free option. Between an increase in ride price plus paying to park, plus the fact the door to door time of my commute would be similar to driving, I likely would not take the light rail most days to work. We'd use it occasionally if we were going to a Mariners game.

My overall preference would be that the rates are high enough that there's ALWAYS parking space available. I prefer this over having to reserve a spot. But if there's any chance of the parking being full, I would much rather reserve ahead of time so that I know whether I need to drive or if I can take the train.

My personal useage won't change; I rely on the 1-line for my daily commute. As an airport worker, I just don't have another choice realistically. The ability to have a permit would help at least.

My primary concern at the parking lots has everything to do with safety security of the riders and vehicles. It should be enforced and if you need parking fees to help pay for that fine but it should be part of the budget.

My taxes have been used over many years to pay for Sound Transit and I don't believe they have been great stewards of this responsibility. I agree that we need a strong regional public transit system but we still don't have it. I take the bus daily to my job in downtown Seattle which I have been doing for over 20 years. There is not a good system in place to get me conveniently from my house to the park&ride and then from the park & ride to the light rail and from the light rail to my job. Not only will my commute time increase but now you want to charge for parking. Unlike others, I continued to work and ride the bus during the pandemic. There wasn't, and still isn't, an option to work from home. I did not see increases in pay for being an essential employee. I really feel like I am being nickel & dimed by this program.

<p>My wife and use parking lots connected to Light Rail Stations most often on days we travel into Seattle for sports events. So we usually park in the evenings for night games. Would there be prorated pricing for these uses? Would we always be charged a flat date rate? We would use the parking lot because bus routes in Snohomish county between Lynnwood and Canyon Park Bothell area are not often late at night.</p>
<p>Need flat rate with reserved parking only for car pools!!!</p>
<p>Need lots of handicapped parking.</p>
<p>Need more free parking and parking lots, garages, and spots at Metro stations</p>
<p>Need ways to ensure r=that fees are collected.</p>
<p>No car, so this doesn't matter to me.</p>
<p>no comment</p>
<p>No fees for Lynnwood. We already pay to ride the bus and the light rail. Charging to park is just making us want to drive. You're not making it easy to use transit anymore.</p>
<p>No fees whatsoever. All of these plans suck. No double charging for fares plus parking. Actually it's triple charging because taxes are paying for it too. This is a way to guarantee less usage of link light rail</p>
<p>No paid parking. This will dissuade people from using transit.</p>
<p>No parking fees</p>
<p>No parking. Build housing.</p>
<p>No way are we going to pay for parking AND pay to use public transportation at the same time, the carpooling and ride sharing aspect is built into the train. I personally do not live close by any major transit locations so it's impossible for me to use busses and the light rail without first driving to a transit location. Having to pay extra because our transportation system is underdeveloped is ludicrous.</p>
<p>None</p>
<p>None</p>
<p>None of these options are affordable for middle class workers and I will stop riding the light rail with increased fare and parking fees. It will be far cheaper to drive my car to pay for street parking for short visits.</p>

None of these options fix the above. Option A is the least bad.
Not a park and rider. I usually take the bus to/from the light rail
Not many opinions on park and ride pricing - I haven't used the park and rides for a decade - I live as close as I can to the rail stations now because of how painful it was to plan around using the Issaquah park and ride in the past
Not super invested in this because there are no park and ride lots in the city, where I live, and I won't ever utilize these lots.
Not thrilled about paying to park since parking at transit centers means I'm not paying to park downtown
Oh, and that bus? It stops running completely at 11:30pm. If I stay out with a friend on Friday night to see a movie and have a drink, and I don't make it onto the train home by 11, I'll be simply stranded when I get to the station. There are no other ways home besides a looong, dark walk. (Or \$20-30 for an uber...)
Omg please let us pay for parking with orca cards. What
On another note We do not live in Tacoma but feel having link light rail go past federal way is a waste of money. You already have sound transit. You will never make enough money to sustain light rail to Tacoma. You are having trouble with what you have. Not that many people go from Tacoma to seattle. In 20 years, the system will be shut down and it'll be seen as a complete failure and a waste of taxpayer dollars as you cannot even afford what you have now to keep free parking to expense expand parking because your ridership is not good enough because you didn't develop a system correctly.
On payment methods below - Why not use ORCA purse?
On the sounder south line, why are the king country parking garages more expensive than pierce county garages? That seems advantageous and perpetuates the pierce county paying more for less with respect to transit.
Once again after making promises for no cost parking to allow for low income riders your organization had changed its mind. Very dissappointed and have little to no faith in the board or leadership on management. Do not understand why when people choose to do the environmentally correct option they are punished.

One follow-up question: as is often the case for downtown Seattle parking, are there considerations for reduced / free parking on the weekends? General bus service is significantly reduced on the weekends, so to be able to park for free rather than use local buses would be a nice option.

One of the major draws of taking the light rail is that it is more affordable than driving and paying for parking. Given that the light rail takes longer than driving to Seattle from Angle Lake, and parking prices can be affordable in Seattle, I don't understand how charging for parking and increasing light rail fares makes public transit accessible or desirable. These plans create more financial barriers for those who need public transit but do not qualify for orca lift.

One of the reason that I use the park and ride is to avoid paying parking for Seattle visits inside the city. If I'm already going to be paying for parking Plus for my transit fare, I am less likely to use the light rail all together, and more likely to simply drive myself into the city to the destination I need to get to. Why would I want to pay for parking and pay for my Transit Fair and have it take longer to get places? The whole point of public transit is to make for an ease of access and to reduce the use of cars, but doing this would actually overall make me less likely to use Sound Transit and more likely to simply drive my vehicle places instead. This completely defeats the purpose of the public transportation system. On that note, I already know that a lot of people don't even pay to get on the public transportation system of Sound Transit because it is not enforced including some of my middle class friends who can certainly afford it, but because it is not enforced they do not. This shows a significant flaw in the system and honestly should be addressed by making it impossible to get on public transportation without paying.

One of the reasons I'll drive instead of taking light rail is that I don't know whether there will be parking available. Driving to the station, finding no parking, and then having to drive anyway will strongly discourage me from using the train in the future.

Only an idiot would enact a policy like this. You people are idiots.

Op5tiom to purchase multi day parking pass for airport transportation would be nice

Optimized parking is very important for maximizing ridership.

Option 1 seems to center residences of the Puget Sound area. Option 2 and 3 could benefit travelers more. I think it's important for Sound Transit to focus on the needs of the residences and locals, the goal should be encouraging higher ridership as there's increasing climate worries.

Option 3 is best by far no permits FCFS just like a regular parking lot at cost-co just with a little fee

Option A is best because it allows for consideration of supply and demand of parking while also granting frequent users reliability by giving them more of a guarantee they will be able to find parking through the reserved parking options. Option B, although sensible from a supply and demand standpoint, harms frequent riders due to the lack of a permit option. Option C lacks both a permit option and demand-based pricing. The simplicity of option C is nice but that does not outweigh its cons. I also have concerns about how parking permits would work. For example, would permit-only spots still be reserved on weekends and for big events? Would ORCA lift users be given discounted rates? Furthermore, will Sound Transit be able to effectively keep information about parking costs and availability updated during all operating hours using its social media, website, and rider alerts? These are all critical considerations for these new parking changes.

Option A is good but the fees are too low. \$2-4 is too low to recover the cost of the parking facilities. \$5-10 would be a better range.

Option B has too many tiers. Option A provides a great balance.

Option B is too complicated relative to the other 2. I'm on the fence re: reserved spaces for higher fees. Reducing morning commuter demand would help ease the crunch for commuters later in the day. It looks like the default moving forward is to now always charge for parking? do EVs have to pay for the electricity they consume? (they should)

Option B makes most sense from an economic perspective, but would also penalize those riders who arrive to the parking lot later in the morning.

Option B sounds absolutely atrocious on all counts. It's confusing and hard to plan for unless you provide live rates. I believe that option A will be the best option for daily commuters. Option C, on the other hand, will be worse for daily commuters, but I believe the revenue generated would be balanced out by parking for large events. I do not, however, believe that parking should be considered a major revenue generator. Considering how many people I have noticed not paying for fares on busy event days, I think there needs to be a re-focus on how fares are collected (I have less of an issue with people who can't afford a fare riding for free than people who can afford a Sounders/Mariners/Seahawks/concert ticket riding for free). If you charge for parking, the expectation of the park and ride lots will increase, and as such you will need increased security. I wouldn't consider seeing burnt foil, shards of broken auto glass (or drug pipes), and trash all over the lot (I've seen all of these at Tukwila/Intl. Blvd Station) acceptable at any parking lot I was paying for, Sound Transit or otherwise.

Option B with expensive parking makes living and commuting where I live in Shoreline less affordable since the housing is more expensive and this would push the options for commuting more expensive. Option B also makes the fees for transit closer to the fees to just parking downtown and saving the time.

Option C appears to have conflicting descriptions in the first Options list versus the parking survey.

Option C description does not align with images above. Is there reserved parking or not?

Option C disincentivizes parking at lower use lots

option C giving only "fees we determine and charge you for" with no transparency as to how you got those fees, and how they are allocated is my main issue here. Let's face it this is a 4 dollar flat fee for the first year only before maintenance fees jump it to 6 then 10 then 12 and we are way out of line of the other proposals and we're pricing people out of transit. For a flat fee I would like to see guarantees about how much it would be allowed to increase, or decrease if you operate under a budget for a year.

Option C in the surgery does not match option C in the explanation. Is option C yes or no reserved parking?

Option C in the survey option accidentally says reserved permits, may want to edit that. Also, "based on parking nearby" to judge prices is ridiculous, this is public-funded public transit and it should remain very cheap to park just to use a service that you then also have to pay for to ride which is also becoming more expensive. Additionally, passage gets like me need whatever option is chosen to not add time to my morning commute...if I can park and then pay for parking on my phone while I'm walking to/waiting for the train then that would be nice to not add time to my commute or create traffic getting into the garage. Maybe someone could then check the license plates with a system to make it cheaper and somewhat easier to check/maintain. Paying for parking paperless is also more expensive-friendly without receipts/tickets.

Option C is described in two different ways in this survey: first as NO reserved parking + flat daily rate, but then as Reserved parking + flat daily rate. If reserved parking IS an option, I think the best choice is a low flat fee (\$2-3) that is equal in all neighborhoods; additional fees can be charged for reserved parking.

Option C is listed as both no reserved parking but just above this box it says it would include reserved parking - which is it?

Option C is mislabeled as "Reserved parking + flat daily rate" whereas above says No Reserved Parking.

Option D. Some reserved parking permits with flat daily fees.

Options A and B are more accessible for commuters in areas where parking will be cheaper.

Options B and C require monitoring which adds to Sound Transit expense to operate

ORCA integration would be a good way to achieve simplicity. People could enter their plate number, either physically "clock in" or do so via the app and the ORCA system can do the timekeeping and utilize payment options already entered.

Originally, we were all for sound transit, and have supported it over the years. Now you're just wasting our taxpayer money. We will no longer vote for anything more with sound transit as you're making foolish decisions. I hope others who value public transportation, the environment and common sense vote against any more sound transit initiatives.

Other feedback not covered in the rest of the options:

<p>Our leaders are so short sighted that there are very few parking lots available and the ones that they have are not big enough to handle all the cars.</p>
<p>Our taxes increased substantiily to pay for the liight rail. It's a thinkable that we have to pay for parking after last round of sound transit funding.</p>
<p>Outside of Seattle (and frankly, in some places within Seattle), there are so many places with no "last mile" transportation, especially late at night, that charging anything for parking seems like it is actively working against increasing ridership.</p>
<p>Overall, I prefer the flat rate due to equal access at all park and rides, the variable pricing of option B is not accessible to all communities. I will still use sound transit whether I have to pay for parking or not because of the economic and environmental benefits. Paying for parking is not preferable but understandable.</p>
<p>Paid lots discourage transit. When people have the option of paying \$14/day plus travel time to a place with free or affordable parking, they will drive. To get extra revenue, install toll gates and make sure all riders pay to ride. Park &amp; ride lots are famous for car damage with small spaces, car theft &amp; prowls. Make them clearly safer than consider charging. Make people pay for their ride first and the money issues will be largely addressed.</p>
<p>paid lots would stop me comuting to lightrail as currently its a 10 min drive or a 30 min bus ride to get to the lightrail stop</p>
<p>Paid parking at park and rides will make me use transit even less.</p>
<p>Paid parking discourages use of transit. Recoup the fee in the actual transit cost, not the park and ride. Parking + transit costs quickly become more expensive than driving</p>
<p>Paid parking is the worst idea you've ever had. This means the cost of my daily, 2 hour each way commute goes from \$4.25 per day to \$8.75 a day. You are increasing cost to use Transit as well as cost to park to use transit. Between my spouse and I where we have to commute separately to accommodate needs of our kids, it will cost us almost \$18 per day to use public transportation. How is that affordable? At this point I'll just drive and cut my round trip commute from 4 hours to 2 hours daily where I can also park for free and actually feel safe because I'm not on the light rail with drug addicts, and having to deal with people passed out, homeless and violent people. And how about you stop apartment dwellers from using the park n ride parking lots and just let commuters and vanpoolers use it?</p>

Park and ride encourages the use of public transit. Please don't change it into a paid lot. This will discourage use of public transit.

Park and ride is fine for stops much further outside the city, but the real focus should be on transit oriented development. Housing should be built near stops, not parking. It is another instance of non-drivers having to pay for things that drivers use. Would rather have the money spent on bike and pedestrian infrastructure as well as bus interconnection.

Park and Ride lots should be free to those who use public transportation. That's the point of encouraging the public to use bus service and light rail. Paying for parking defeats this purpose and can be unaffordable for many people.

Park and Ride should be free and accessible with lots of parking available for everyone to increase ridership now, which will increase support for expansion. Until we have a full system in place, there will be a large east and west draw of commuters who need parking, but with parking fees added to increased fare, it will only cost a couple dollars more to just drive and park at your destination, which will decrease ridership. Adding the chore of reservations for parking spots will also diminish ridership.

Park and Ride should be free for general public. This is totally non sense to charge people to park in park and ride while claiming encourage people not drive to downtown Seattle/Bellevue. That's especially issue for low income people. Adding the need for them to apply for whatever discount is a slap on the face to the low income population. I am not oppose to charge people that want to reserve a parking space though but charging people for a service (reserve parking space) is one thing, asking people not to drive and take transit but need to pay extra (on top of the fare) is totally a different ball game

Park and ride should be free. You barely maintain the northgate lot. Trash everywhere etc. and now u want us the pay for that? If u want ridership make parking free.

Park and ride should continue to be free. I will not park and ride for a fee, and will probably commute by car more often.

Park and rides are a great way to incentivize transit usage. Lots should be free and first come first served except for a limited number of paid slots that charge a high rate, guaranteeing a spot if someone really needs one. I have parking near work available for \$8/day but I usually choose to park and ride. If there are pay stations at transit stops then I would be much more likely to just drive into work.

<p>Park and rides are a waste of transit dollars.</p>
<p>Park and rides are very expensive and do not encourage transit oriented development. I personally will not be using park and rides as I live in the city. And park and rides take up even more catchment area of stations. For stations like Northgate, where almost half of the prime catchment area is i5 already, it seems dumb to be using more of it for parking (especially when more and more people are working from home). If I go to Northgate, I want easy access to businesses as a pedestrian. Park and rides close to the station will just make that experience worse.</p>
<p>Park and rides need to be monitored/ticketed/towed for cars over the 24 hour limit. I utilize the park and rides at the Tukwila light rail and Angle Lake station and see a lot of folks parking with huge suitcases or returning to their cars with suitcases at these lots.</p>
<p>Park and rides should be discouraged unless carpooling. Access to transit stations should prioritize bus users/expand Transit Oriented Development (reduce plans for parking near stations)</p>
<p>Park and rides should not have any cost. You are double punishing people who are using public transportation. We already spend longer hours and pay significant sums commuting through public transit and now you're charging us more? Tax the rich instead who can afford to have Teslas and multiple recreational vehicles.</p>
<p>Parking and train fare can never be close to parking at your destination. Many times I've decided to drive downtown for events because the cost was similar and it would be faster than taking the train with and using the pay lot at Northgate.</p>
<p>Parking at a park and ride is an expensive luxury amenity that saves drivers money compared to parking in downtown and should be priced as such to recoup the cost of building parking lots instead of housing next to our stations. Pricing should be set to maximize revenue and any excess revenue should be used to fund better better service.</p>
<p>Parking at my job would be cheaper than paying for parking+light rail. I will stop using light rail when there is a fee for parking.</p>

<p>Parking at the light rail should be free. These outrageous parking costs are worse than just driving to work for many people. This doesn't increase access but make it unaffordable for most. Some people don't have a regular work schedule that makes carpooling not a viable option. Adding fees might keep parking spaces available by forcing low income people off public transit because they can't afford to pay for parking, again advantaging the wealthy in this city.</p>
<p>Parking fee would definitely decrease my use of light rail overall. I would still use it to commute to work but for personal outings, I would just drive to my destination.</p>
<p>Parking fees absolutely should be introduced. However, carpooling should be free (with permit) and bike parking should be free! It's ludicrous that I can drive to the light rail, park my car for the low price of no dollars and increased carbon emissions, but need to pay an hourly rate to keep my bike safe when I choose the more sustainable option. Make it make sense!</p>
<p>Parking fees are just another tax. If you want to encourage ridership, parking should be free.</p>
<p>Parking fees at transit stations are great, but fees for driving cars into the city also need to be imposed to disincentivize people from taking their car into a congested area.</p>
<p>Parking fees before adequate shuttles from surrounding neighborhoods will greatly damage the light rails ridership. Schedule on any of these three plans needs to be pushed back until adequate none drive in option are added.</p>
<p>Parking fees may discourage use of the LR in outer stations (e.g north of Roosevelt). Need to restrict use to daily commuters - people working in inner city and event patrons. Need to eliminate occurrence of people who misuse the car parks, such as leaving a car for many days on end as effectively airport parking.</p>
<p>Parking fees that are too high will discourage ridership, not all locations have easy access by Metro buses. Pricing on evenings and weekends should be lower.</p>
<p>Parking for car share &amp; Gig cars needs to be available all day</p>
<p>Parking in ST facilities should be free</p>

<p>parking is always going to be at capacity. tbh if park and rides start charging money it'll discourage me from using them. if it's a flat rate 4\$ plus 6\$ round bus trip that's 10\$ a day. at that point i'd rather just drive. i'm lucky to be next to a pretty consistent bus route that takes me to the link, but i know a lot of ppl going to park/rides cause it's cheaper and more convenient. traveling is already a hassle so if the easy park and ride option disappears it will seem hardly worth it. that said flat rates + no reservation at least keep it equitable. genuinely instead of making more park and rides, transit just needs to get more bus routes that eliminate the NEED for park and rides. one more lane and one more parking spot isn't gonna fix anything anytime soon</p>
<p>Parking is currently free. Kind of annoyed that free parking is going away. I will be less likely to drive and park with the fees. It will be too expensive to be an option for commuting</p>
<p>Parking is problematic. Build dense housing in those areas instead. The residents there can just walk to the station.</p>
<p>Parking locations should be free to encourage people to ride transit. You take a fare at \$3-\$4 plus add parking at \$2-\$10 the total cost (\$5-\$14) to drive is going to be a better option for those who have vehicles. Especially if someone has to pay 4-5 days a week for work. Someone who pays close to \$600 in regional transit car tabs and rides maybe 7-10 times a year to be charged more when I get to a station is ridiculous.</p>
<p>Parking near transit stations is not an affective use of land area. Sound transit should not be building park and rides. Build more mixed use developments near transit stations if you want higher ridership instead of pandering to people who insist on driving.</p>
<p>Parking payment should be payable with my orca card so that transit funds from employer can be used for the entire commute cost. Being an early commuter (7:00am - 3:00 pm) should be lower cost for parking because it encourages commuting before the typical rush of people.</p>
<p>Parking should be free and 24 hr limit enforced.</p>
<p>Parking should be free as we are taking and paying for light rail.</p>
<p>Parking should be free at all stations and what was agreed upon when voting on the system. Shifting to a paid parking plan would go against that and I would personally not ride any system.</p>
<p>Parking should be free at Park &amp; Rides.</p>



Parking should be priced such that a space is always available. Should not build too much parking: encourage feeder transit ridership.

Parking should not be free, but fees should be straightforward. Building transit that relies on driving to and parking at stations is fundamentally flawed. Focus on bus and bicycle connections instead - drivers will find ways to get where they need to be.

Parking should not be the priority of transit. Lots are something for walkers to needlessly walk through. Stations should be by destinations not parking lots. Let's stop adhering to cars.

Parking should remain free to all passengers to expand and encourage ridership and help those trying to save money on parking by using transit.

Parking to get on the light rail. I feel like reserved parking discriminate against those who might use a lot 2 or 3 times a month; and forces people to get up early to get one of the few open spaces. I've found a number of times that I couldn't park at Northgate late in the morning on weekdays. Reserved spaces and not enough parking make it very difficult for those who may only use a lot a few times a month, especially seniors. If we don't think that get a parking space when we drive to a station, we just won't use the train.

Parking to ride light rail should be free. If there is a fee to park at the transit parking we will not ride the light rail.

Pay for parking? Insane. Current handicap parking at Lynnwood is a mile from bus for those of us with walking issues. Horrible. Now you want me to pay? You should pay me.

Pay to park on top of paying to ride the transit is stupid and it makes me angry to think it's even a thing. My commute sucks a lot already. If I have to pay for the easiest route to work, I probably will stop all together. Yes, it was super stressful before Covid to find a spot where I go (Kent station), but I made it work. The solution isn't to make people pay more, it's to add more spots so there isn't that stress. Which has been nice since the pandemic for me. If you want people to use transit, don't make it more expensive.

Paying \$4 for parking plus \$6-\$10 for the train round trip doesn't seem to be worth it when I could drive for the same amount coming from south King county. Driving is convenient and by adding higher prices for public transit makes me want to take it less. I would really only use this for sporting events as parking near stadiums is minimum of \$50 now.

Paying for parking feels like a way for ST to receive more money. I have parked in a P&R and rode the bus for 25 years. To start paying to park in the same spot is not something I am willing to do. This will have the opposite effect by encouraging drivers to get back on the freeway. The frequent interruptions in bus and train service added to paying for parking will have myself and others thinking about driving instead.

Paying for parking in any capacity would entirely dissuade me from using the Link Light Rail. I use this service to commute to and from Mariners games, and for me personally, it's already a toss-up with pros and cons of taking the Link vs. driving myself entirely to the stadium. If I had to pay in order to park at the park and ride lot in order to take the Link, there would be too many cons and not enough pros to make it worth it.

Paying for parking increases the cost too high. You are taking away affordability for lower income residents which are the people who need it the most. We need more parking spaces, we don't need to cutoff more people with higher costs for reserved parking. You people are so disconnected from what our community needs out of its public transportation.

Paying for parking is a terrible idea and I do not support it. Keep the lots free. Once I have to start paying for parking for transit, the cost advantage of not parking downtown or something starts to become less appealing and I might as well just drive and pay for parking at the event instead of paying for parking at the light rail station.

Paying for parking on top of paying to use the transit seems very counter to the idea of increasing ridership. I love the Sounder Train as I can park for free and then ride the train into Seattle - offsetting costs and stress of driving with a simple train fare.

Paying for parking plus a daily fare for the light rail would likely no longer be financially beneficial for our commute and we would likely just pay for parking downtown and drive. Please don't charge for parking if you want to encourage transit use. We have to drop our two kids off at daycare and do not have time or room to do any sort of carpool with two car seats so this feels frustrating and limiting.

Paying for parking will discourage ridership. If public transit is already lacking enough to not have a reliable ride to the light rail station, then why punish the people who also need a car just to use the train? If you want their money, create a bus route to bring them to the train. If you want people to use your product, there has to be a way. Charging then from trying to get there is discouraging and if I'm racking up the charges on my way, then I'll just drive to my final destination.

Paying for parking will discourage use of public transportation

Paying for parking would end my use of transit. Local CT buses in Snohomish County have poor service. I can't get to work on time. Even worse when I work the weekend. No service early enough. This leaves parking at transit stations or driving. With a tight budget, adding a daily cost for parking is totally unacceptable. I can drive and my cost of gas is less than parking at the P&R for the additional distance driven! Why should we pay for Sound Transit's short sightedness of not providing enough parking? Transit outside of Seattle is poor enough so parking is needed. Within Seattle you don't need parking.

Paying to park at a park and ride is fundamentally NOT what that social agreement has ever been. I am extremely against this idea and can guarantee I will NEVER park in one again if y'all start charging for them. This is ridiculous, especially since they mostly exist in NON URBAN AREAS where parking is free everywhere else anyway. If I have to park a mile away and walk to the train, I'll do it in a heartbeat. This is probably the worst suggestion I've seen Sound Transit ever open for public opinion. While I'm all for considering all options, this would be the absolute last approach I would consider. If I'm going to pay to park anyway, why not pay in the urban centers and have the convenience of not living on a train schedule? I beg of you, don't do this, it makes light rail completely useless to me and my family.

Paying to park reduces the value I receive by riding transit. This would make me more likely to drive.

People are already paying to ride the light rail. It is my thinking that people will be less likely to ride the light rail if you also charge for parking. It's futile.

People need to be able to plan ahead. Variable is a bad plan unless you are wealthy.

<p>People often use Park and Ride lots to for parking unrelated to using the train or bus; some way must be found to prevent people from abusing access to these lots, maybe requiring people to use Orca cards for access to parking and then applying some of the payment to transit fares.</p>
<p>People parking cars should pay full costs of garage and maintenance.</p>
<p>People should take transit, not cars to stations. Parking should be free for carpool permits.</p>
<p>People that live further out from the urban centers should pay more in parking for their choices.</p>
<p>People who use park and rides should pay.</p>
<p>Permit parking, while likely a good source of revenue, seems inequitable because people with more resources are likely to pay for permits. Additionally, why keep spots in the lot open during peak transit use hours, rather than having the lot be first-come, first-served?</p>
<p>Permits are not friendly to tourists.</p>
<p>Permits should only be available to HOV transit options (Vans, carpool, etc.) Solo drivers should not be able to secure a permitted space.</p>
<p>Personally it would make me use park and rides and transit less. Free parking at park and rides is probably a huge driver of transit usage because it is such an uncommon luxury in Seattle-Tacoma area to find free parking. Is there data on that?</p>
<p>Place tally signs at lot entrances, so we know whether to spend time driving up and down lanes to park. Similar to SeaTac's. I drive to the park-n-ride when my kids have a short school day, or if i have a doctor appointment, etc. Flexibility is very important for single-parent families.</p>
<p>Planning for parking shouldn't require algebra</p>
<p>Please be sure to include additional handicapped parking spaces for parking.</p>
<p>Please build more housing next to transit stations.</p>
<p>Please consider paid overnight parking lots (like airport parking).</p>
<p>Please consider the availability of spots when factoring the price. For example, northgate has much more available spots and will likely have more people wanting to go there if it is cheaper.</p>
<p>Please Consider the PARKABLE app.</p>

Please consider using zip codes when considering rates/spaces. For example, if you live in 98040, you get priority for parking until a certain time of day ("saved" spots), and can park at a lower rate at your "home" park & ride. Pre COVID, I seldom could find an open spot at my local park & ride and could see NO other options unless I waste gas and drive east to Bellevue to park there, then bus west to downtown. Crazy. Bellevue folks have several options of park & rides, some not too far from each other. 98040 has ONE logical park and ride, that is usually useless Mon-Fri. I'm afraid Bellevue people will drive as far as they can (to Mercer Island), to park & take the bus for the last few miles into Seattle (causing the lot to get full very early in the morning). This hinders local Mercer Island people from being able to take the bus. The bus stop is not easily accesable for most who live on the Island (it's not centrally located). There are few busses that can get us to the P&R. It's very hilly here (not easy to bike). Few side walks for safely walking. IT'S HARD TO CATCH THE BUS TO SEATTLE OR BELLEVUE when we have difficulty getting to the P&R and if driving to the P&R it's already full ... likely with off-Island people. I believe in public transit, but must rely on my car :-).

Please do NOT make this reserved. That is not an efficient use of parking areas. If they sit empty at all when reserved, it is a waste of space.

Please do not monetize parking. Light rail is a critical public service and helps to alleviate single car traffic and is good for the environment. Many of the people using light rail do so because commuting at parking at their place of work is cost prohibitive. Adding fees to park at light rail stations will disincentivize use and disproportionately impact those who need it most.

Please do not take away free parking at Tukwila station. Or if you have the Orca pass/ employee unlimited passes for transit should be able to just tap for parking at no additional cost.

Please don't add any fees. I would not take the light rail at all with this daily fee. It would end up being better for me to drive all of the way downtown for work. PLEASE DON'T DO THIS.

Please don't add fees to the park and rides

Please don't charge for parking. Enforcing people pay their transit fares should provide Sound Transit with the needed revenue.

PLEASE DONT CHARGE FOR PARKING AT PARK AND RIDES. I've had no issues ever parking and commute from northgate to downtown every day.

<p>Please don't charge visitors more... bad bad bad idea. We want our visitors to LOVE Sound Transit and singling visitors out for higher ST parking rates is not the right move. All people who fly into SeaTac should be provided a complimentary ST pass for the day. Free! Same with people who arrive by rail (Amtrak). ST should treat visitors like royalty and allow them to use airline and train tickets as their payment.</p>
<p>Please don't do permits. The wait to get one will be awful and means people will be unable to use the park and ride. People get the permits and never give them up. Anyone who's tried to get a bike locker knows this. DO NOT DO A PERMIT SYSTEM!!!</p>
<p>Please expand bike lockers or other secure storage facilities at all light rail stations (bikelink or other). Having a only handful of lockers that can't fit a reasonably sized bike popular in the city (RadCity 3) will not encourage anyone to bike to the light rail. Lockers need to be tall enough for handlebars to fit and wide enough to accommodate a basket on the back. Most stations don't have any lockers and some only have a handful, which is too much of a gamble on availability. Help people get out of cars by making good bike infrastructure.</p>
<p>Please expand the tiering to account for lots that never fill up --paying for this will further discourage use.</p>
<p>Please explain how this works for major sporting events or major concerts as well.</p>
<p>Please extract maximum revenue from parking. Costs of building parking are ridiculous, it is sad what we must give up in exchange.</p>
<p>Please include motorcycles into consideration: either free or reduced cost since they use much less space (whether a dedicated motorbike spot exists or not, they can take corners and such)</p>
<p>Please just keep it simple.</p>
<p>Please keep equity in mind when pricing - the flat rate for all stations makes it equitable for everyone - Option C demonstrates this principle.</p>
<p>Please keep in mind that our commute can already be extensive. I take the Sounder. Then a bus then walk to work. You are encouraging us to add another layer of carpooling to the train station which would add extra time to an already long commute</p>
<p>Please keep the Puyallup "Red Lot" as I like the daily walk to/from Sounder Station. Free is nice, but I would support a fee here as well for maintenance, etc.</p>

<p>Please Stop exploiting the people for money with unjustified fees for parking spaces</p>
<p>Please stop spending money on parking garages and instead improve service</p>
<p>Please try to keep transit affordable. Ideally rates could be set as a percentage of income or net worth- some of us who don't qualify for low income programs are still really struggling to get by in this town. Also transit services shouldn't have to use fees to generate revenue- transit is a social good that should be funded by society as a whole.</p>
<p>Potential \$8-10 parking on top of increased fares? Why am I even bothering riding light rail when I can drive and get early bird parking in downtown Seattle for \$15. At least with that option I don't have to watch half the riders get on without paying and start my morning angry.</p>
<p>prefer not to pay for parking, don't think it will increase ridership</p>
<p>Presently the parking is not adequate. Transit to the stations needs to be convenient to reduce the parking.</p>
<p>Prices should be based on market demand and likely significantly higher.</p>
<p>Pricing should be benchmarked below on-site parking rates for major employers in Seattle. For instance, UW staff parking daily rate is currently around \$9. If the variable fees approach this point, I would likely just choose to drive to work.</p>
<p>Prior to Covid I parked at Northgate every day. Now I take light rail once a week and the parking is VERY confusing on where is free to park and where you have to pay. Making these options cost more will not make me take transit but drive.</p>
<p>prior to the Pandemic it became IMPOSSIBLE to find a parking spot at Angle Lake after 9:30 AM. We are retired and would PREFER to take public transit to travel into Seattle from Kent after rush hour in the morning. We suspect that Pierce Co. riders access the free parking and that is not equitable. As King Co residents we are happily paying the exorbitant taxes to license vehicles that support the growth of Sound Transit. It is important to expand the Sound Transit in the hopes that the use of individual vehicles will decline. Please make parking more equitable. Thank you.</p>
<p>Private car storage should not be subsidized by transit agencies. Stalls should only be reservable for carpool users, and they should not be discounted.</p>

<p>Promoting ridership and maximizing the use of already built parking assets should be the top priority. Ho, ensuring that parking is always available to those who need it is also a great goal. With that, I strongly support paid parking, but only to manage demand and maximize access and ridership, not to grow revenues for other uses.</p>
<p>Proposed parking fees should not be tied to the demographics of the lot location. There's no reason the lot near Microsoft should cost more than lots in the south end.</p>
<p>Rates need to be based on occupancy to incentivize carpooling. Rates should consider the needs of service workers who tend to work non-traditional hours for lower wages.</p>
<p>Rates should be kept more affordable as high taxation, inflation, high food, utilities and gas costs are breaking ability to afford living here.</p>
<p>Really any of these options make me not want to bother with using transit. I current use it to attend Sounders games when parking is expected to be busy near the stadiums. It's a hassle and takes longer to use link rail than to just drive (and we can often find free parking walking distance from the stadium), so I need an incentive to ride the train, not an extra cost.</p>
<p>Requiring riders to pay for parking in addition to transit fees makes it less likely overall for me to use transit. A \$4 parking fee plus \$3 ride each way makes for \$10/day. I can pay \$11 to park downtown using SpotHero, so there is no financial advantage.</p>
<p>Reserved parking can have waitlists and this can be very significant for those who commute later that have childcare obligations.</p>
<p>Reserved parking is a terrible idea. Please pick anything EXCEPT this option.</p>
<p>Reserved parking options will benefit higher income people much more than low income people because they xan afford to buy a monthly pass even if they don't need to use it every day. And if those spots are left empty, it reduces the number of people who can park there.</p>
<p>Reserved parking should be clearly marked so those without it can easily know if there's open parking available.</p>
<p>Reserved parking will require enforcement..potential negative user interactions.</p>
<p>Reward carpooling (though maybe not for free)</p>
<p>Reward off peak arrival.</p>

<p>Ridership and CO2 saved is primary consideration. What about an option combining parking and fare? What about option encouraging bus ride to light rail instead of car to light rail?</p>
<p>Rip off. You dickheads are already charging unfair taxes and hiGHER fares..you need more money? Enforce THE fares. I've been riding for over a year and been checked twice...CLEAN UP YOUR FARE COLLECTIONS, ENFORCE YOUR FARES AND I GUARANTEE YOU YOULL HAVE ALL THE MONEY YOU NEED..</p>
<p>se.anderson@f5.com</p>
<p>Secondly, I am disappointed to see the exclusion of RRFP/Disabled passholders from the parking discount allowed to Orca Lift holders.</p>
<p>See where the survey says "Option C: Reserved parking + flat daily rate" right above this. The other descriptions of Option C say it does NOT include reserved parking. Please correct the survey.</p>
<p>Seth Anderson</p>
<p>Should combine Option B with a reserved option. Problem with Option A is that it only helps monthly parkers. There needs to be assurance that a casual user or occasional user can find a spot. And the price of parking should reflect the demand so that it goes to the users who value it most highly.</p>
<p>Smaller lots will fill more quickly and will be more impacted by non-local users. Providing a permit option would help ensure that people who live in the neighborhoods of these stations/lots would actually have a reasonable chance of using them for their commutes. Given that those who have these stations/lots in their neighborhoods also have to deal with the "cons" associated with having public transportation nearby.</p>
<p>Some Islanders are discouraged and have quit trying to take Sound Transit in either direction as they cannot park. It may not be time or cost effective, but would be appreciated if somehow permits are only granted to our own residents (by zip code, license, etc.) Thanks, this is great survey.</p>
<p>Some of these places are limited on spaces , allowing reservations will allow out of town travelers an opportunity to get and out easier , some places need a higher end security which will cost most .</p>
<p>Something missing from this plan is expanded options to lock up your bike. If I felt it was safe to lock and leave my bike at a transit center, I would more likely do that instead of drive.</p>

Sound Transit is getting greedy. We already pay some of the highest fares in the country. Now you want to not only Jack up fares even more, but charge for parking, too? And you think this will get MORE people to ride transit? LOL! Also, it's unfair to ask some people to pay more while others pay less. Who decides who has to pay more?

Sound Transit is spending hundreds of millions of dollars, misguidedly, on new parking garages, to attempt to bring in more car-driving riders. But it fails to understand that most people who own cars will never step foot on transit, as it does not make sense for them financially or in terms of time expended. Most of the cost of car ownership is fixed, i.e., they are paying for it whether or not they drive. Therefore, they are not saving much by not driving, which acts as a disincentive to taking transit. Secondly, driving is still much faster than taking transit in nearly all areas of Puget Sound, so people who own cars aren't going to voluntarily make their trips take longer. Instead of trying to lure in people who own cars, Sound Transit must focus on its core base of riders who rely on transit & do not have access to cars. To attract more of us, Sound Transit should focus on increasing frequency, reliability of service, and cleanliness. No more funds spent on climate-destroying parking garages! We don't care about the color scheme or shiny new electric motors -- we want better service and better rider experience.

Sound Transit should be in the transit business and not the parking business

Sound Transit should focus on being a transit agency, not a parking agency. Keep it simple.

Sound transit should not be gouging users this way:

Sound Transit should not be providing parking. Parking lots just add cost, waste space, increase sprawl, and are ugly. Communities and transit should be built around each other with destinations near where people live. Transit should be cheap, easy to use, convenient. The whole concept of park and ride is cumbersome, and requires planning by the user. Transit should be designed so that it is the obvious first choice when a person decides they need to get somewhere. No car involved.

<p>Sound Transit spends way too much money building parking at stations and gives way too much focus to transit riders who are also motorists. I'd like to see us recoup the costs of parking, build less parking, cooperate with local officials to make it easier to build dense housing near stations, work with other transit agencies and within Sound Transit to facilitate access to Link stations via other public transit modes, and build excellent infrastructure to facilitate pedestrian and cyclist access to stations, including more bike storage facilities.</p>
<p>Space is very limited at this lot and owner Sound Transit apparently has in the past refused to enlarge space by building up two or three floors. Therefore, Mercer Island residents should be given priority and be able to park FIRST and at NO CHARGE. If there is space for eastside and others, they should be LAST and PAYING.</p>
<p>ST already was found guilty of lying to voters to pass a measure full of inflated costs and zero accountability. Zero chance any ST project is ever completed on time or on budget.</p>
<p>ST also needs to focus on fare enforcement. A lot of people do not even pay to ride currently. Increasing the price won't help if you can't collect funds in the first place.</p>
<p>ST is already squeezing us for car tabs; this new fee just extends the extortion.</p>
<p>ST should aim to keep all lots near capacity, to maximize the number of people who take transit. This should be the top priority. The only way to accomplish that is to price based on demand — perhaps even free for off-hours to really get people into the train. Then it's expensive when demand is high to make up for the cost. Either way, prices only go up enough to keep the lots as full as possible.</p>
<p>Still thinking about common good of all. With inflation on the rise it has been beneficial to have "free" parking at ST lots, but I also understand that wasn't going to last forever. I started using the ST parking during the pandemic and have not has to pay for parking. That will be an additional cost that my family and I haven't budgeted for. I know there are other working class people like myself who will have to consider the additional cost of parking also.</p>
<p>Stop building car-dependent transit.</p>
<p>Stop building parking garages, you're building transit not car infrastructure.</p>
<p>STOP charging for parking!!!</p>

Stop charging people that are trying their best to make public transport work for them! Most often they are at lower and middle income tiers. They usually live outside the city center because they've been priced out. They try to use public transport to manage their costs and bc they care about the planet. All of your "options" ensure that these folks bear the majority of the costs and burden - which is inequitable and is how Seattle is slowly destroying itself. There are smarter ways to design this and more ethical ways to advocate for its funding by entities and people with accumulated wealth and high income here.

Stop making it difficult for people to choose transit!!!

Stop monetizing access beyond a basic rider fair. The parking should be free, it's our land, you are not a business you are part of the government you goofballs. Imagine the post office not thinking of itself as a public service and instead pretending it's a corporation and trying to monetize itself by "pay to get your mail first!" or any other board room idea to make money off the backs of the community - that would slow down the mail for everyone else.

stop subsidizing cars, and building massive parking structures.

Stop subsidizing suburban car infrastructure

stop taking all my Money!

Stupid idea. At upward of \$8 per day fare and parking, there's no longer incentive to ride. I can park early bird rate in international district for \$8.

Survey avoids the question whether residents agree with paying for parking at park and rides

Thank you.

Thanks

The "Option C" title immediately above this comment box, is incorrect. Its says "Option C: Reserved Parking..."...but that option has NO reserved parking. Please proof read before publicly distributing things like this.

The #1 reason I stopped utilizing the angle lake park and ride and now drive to work is safety. After having my catalytic converters stolen twice in 4 months at angle lake and getting no help from ST security it has made light rail unusable.

The above is confusing.

The best hybrid plan would be to reserve a certain percentage of parking spaces, say 40%, for monthly subscribing permits and price the rest of the spaces dynamically at whatever the market demands to keep a handful of spaces open at most parking lots on 98% of more days in a year. Game days should have higher prices by design, and that should be clearly communicated online and via dynamic signage at lot entrances. Another good model for pricing is to open up the whole lot for general use market priced parking after 11A, the end of the morning commute - very simple to understand.

The better job Sound Transit does to encourage and incentivize more commuters and to enable frequent users to have access to reserved spots is essential to ensuring a steady, engaged and satisfied commuter base (Options #1). The other two options are too complex and may actually chase away daily commuters. Keep it simple, keep it smart and encourage engagement and loyalty. For Option #1, I would ensure that users pay monthly, quarterly or annually and definitely not daily.

The biggest factor for me is ensuring that, most of the time, when you need it, parking is available.

The cost of parking and transit fares may make it no longer economical to take transit to work.

The cost of parking should be in the fare not a separate fee that way all riders pay the pro rata cost of parking; it should not be charged separately and there absolutely should not be reserved spaces

The description of Option 3 with the map says there is no reserved parking, but in the question aire part it says option 3 has no reserved parking.

The description of Option C in the final question does not AT ALL match what the previous explanations said

The descriptions for Option C do not match. The overview is titled "Option C: Flat daily fee with no reserved permits", and the survey questions are for "Option C: Reserved parking + flat daily rate." Are survey participants providing responses to this option based on accurate information?

<p>The easier you make it for car drivers to board and use Link the more likely they will be willing to use Link more often. Make it more complicated than driving a car and you lose daily passengers. (The only time habitual car drivers will consider taking Link is if they want to watch a game and Link will save them from exorbitant parking fees around the stadium.) With all the "safety" issues plaguing Link showing up in the news, Sound Transit doesn't need to make parking and riding complex and byzantine like all government services tend to be. Make it easy and effortless. Parking should be payable by ORCA as well, that way all users need to remember is to have a balance on ORCA.</p>
<p>The Everett lot is mostly empty charging to park will only discourage ridership</p>
<p>The fare alone is enough. Am not in favor of paid lots</p>
<p>The flat daily rate means all people pay the same rate even if the parking lot is not very used. We should prioritize higher ridership.</p>
<p>The flat fee is the easiest to comprehend</p>
<p>The free park and ride at Tukwila has been a godsend for me. If this were to be \$4 a day to park there, I would just drive into the office. It's not worth it for an hour ride when you are going to spend \$4 to park when the drive would be much faster. Making the Tukwila park and ride accessible is huge for me and my commute.</p>
<p>The ideal arrangement would be free transit with expensive parking. Absent that, parking rates could be higher in morning then drop throughout the day (encouraging use of transit for nightlife).</p>
<p>The light rail is not useful without adequate parking. If I can't easily park at the station without the hassle of getting a permit, then I might as well drive. I'm not going to take a separate two buses and spend an hour each morning just to get to the station.</p>
<p>The lot at Mukilteo Sounder is shown in a middle fee tier in both systems, but usage of this lot is so low that it doesn't really make any sense to charge a fee at all; there's just not that much demand, except on game train days, which could just be handled by temporary attendants/infrastructure.</p>
<p>The more convoluted and expensive it becomes, the more incentive there will be to continue driving into the cities and paying to park.</p>
<p>The more the total experience costs, the more likely I am to revert to driving and parking at my destination.</p>

<p>The need to frequently communicate changes in prices for option B seems like a problem that could reduce ridership.</p>
<p>The no reserved parking option makes me concerned for availability of parking if I want to use it for daily commuting. I was hoping to use the Lynnwood light rail station, when it opens, to get downtown for work. If no reserved/monthly permit is available, there's a high chance I won't be able to find parking at the station and won't be able to take the light rail.</p>
<p>The objective should be to encourage use of light rail. Paid parking is a deterrent and discriminatory.</p>
<p>The one aspect I kind of like is event parking - those prices get so out of control nearer to stadiums so it would be nice to have a more affordable option run by sound transit, and people could reserve that ahead of time. However, I think that can make things complicated because so many events happen during the week and that could mess up people's commutes.</p>
<p>The Options list states "Option C: Flat daily fee with no reserved permits"</p>
<p>The park and ride has always been free and should continue to remain free. It's bad enough that Northgate station is charging parking for the people who arrive after 8:00 or 9:00 and earning money off of the commuters.</p>
<p>The park and rides are already disgusting subsidies to the suburbanites. They shouldn't exist in the first place, we should have multiple 40 story towers in their place, as Burnaby as done. That being said, we shouldn't continue to subsidize the suburban commuters and instead focus our efforts on a frequent and reliable transit system in the densest part of the Sound, e.g. Seattle. Recover as much revenue as possible from these, or knock them down.</p>
<p>The parking lots are completely full by 7am, trains are regularly delayed or cancelled... I commute 5 days per week. Adding a daily fee for parking will make me stop using transit and seek employment that doesn't require using transit.</p>
<p>The parking should always be free to get more riders</p>
<p>The point of parking and riding transit is to save money, not spend more. The more fees, the less enticing transit sounds. Perhaps give some folks the option to opt in to pay more as a donation to help those in need, if they're financially well off.</p>
<p>The prices in option A seem too cheap. They can go up to generate more revenue</p>

<p>The pricing that raises the most revenue to expand transit service and access is the best option. You are Sound TRANSIT not Sound Parking. Stop spending money on parking.</p>
<p>The primary consideration for me is the certainty that there is a spot available when I need it.</p>
<p>The problem with any kind of first come-first served is that high-demand lots will fill up early, and there will be no midday access. We saw this with South Bellevue and Mercer Island consistently pre-COVID. Providing for midday access is critical to driving more consistent, all-day ridership of Link rather than having it be a commuter-oriented system.</p>
<p>The reserved permit part needs more explanation of when it will work and how far ahead the permit is allowed ie is it a parking spot reservation system ie booking a hotel/room?</p>
<p>The secure bike enclosures at certain stations charge an hourly fee of 5 cents/hour or 12/cents an hour. It seems reasonable to me that drivers using park-and-ride lots to store their cars should have to pay an equivalent fee. Cyclists should not be the only ones charged for storing their vehicle at a station in order to use public transit.</p>
<p>The security of bicycle lockers is motivating, however I cannot take bicycle from Edmonds to Northgate, and must use motorcycle until the north extension happens.</p>
<p>The service and the delays in expansion do not warrant charging any thing beyond the taxes we are paying</p>
<p>The simpler the better and affordability for a wide range of users are most important. Service workers can't afford to pay for parking in the big cities and employers don't cover/ reimburse. If we want to bring the city in reach for all we need to consider ALL!</p>
<p>The system is a disaster and you should be encouraging people to use it. Your plans will discourage.</p>
<p>The Tacoma Dome has new housing popping up near it. I worry that park and ride will be "easy parking" for residents which may cause daily riders to miss out on parking spots. This is one of my biggest concerns when riding, especially in the morning when I'm trying to get into work.</p>
<p>The third option here says flat fee WITH reserved parking, but that wasn't an option above. That would be my highest preference.</p>

The tiered options with plan b will not be affordable for middle income and lower income household that are already struggling to pay rent. At the top of scale for plan b and the highest adjusted rate for link fares, one day commute could be upwards of \$18 dollars. Also, reserved spots favor higher income people. I do not like to see unreserved spaces unused when the lot is otherwise full. Reserved spots for carpools specific to high use times (not all day), however, are fair and encourage carpooling.

The Tukwila station smells like an outhouse, and I'm not paying to park my cars within easy reach of the meth and fentanyl smokers. Security is a joke.

The variable rate is obtuse. Issaquah has cheaper parking than Kent or Auburn. It's not based on local income and transit ridership needs. I do like gouging Mercer Island as they haven't been supportive of transit expansion.

The variable rate Option B parking of up to \$10 is outrageously expensive. If someone is going to spend up to \$14.75 to park and ride the light rail, they may as well just pay for parking at their destination and get there faster too. That high of a cost will discourage people from using public transportation.

The way the options were described was very confusing. The second option graphic showed \$2-8, the text said \$2-6, and the potential fee said \$2-10. The first two rates both say they are set based on nearby parking costs, but the first one is much cheaper. That doesn't make sense.

The whole point of a park and ride is to allow people to park their cars and ride transit. It takes cars off the road and saves money on parking. If you begin increasing light rail fares AND charge parking, the cost will likely approach the cost of parking at the rider's destination, at which point they will likely choose to drive.

The whole reason I use the transit is because I can park for free and then cheaply use the Sounder+Light rail to get to work. Adding ANOTHER fee on top of it will only discourage me from using it. Parking should remain free and all of these options instead just create another financial barrier for transit into the city. You already receive fees for BOTH the Sounder and the Light rail which I have to use, that is three separate fees I have to pay. At that point it is actually cheaper to drive the whole way into work, and likely would be for others as well, forcing people back to driving. This is not a positive change. I also have variable days when I go in to work. Which means a regular pass doesn't make any sense since I don't know which days I have to go in. If I then have to ADD time to my already 2 hour commute due to the terrible Sounder times, just so I can mess around with having to pay, you've made my already lengthy commute more unpleasant.

The whole reason most of us would drive to the parking lots is because bus service either doesn't run early enough to get us to the station on time, or to save money on car expenses and take transit. When you charge for parking, it discourages folks from using transit at all. If you want to encourage transit use, you need to offer something other than what they can get by driving. Make it too expensive (my monthly Orca pass is already \$150/mo) by charging for parking and you have eaten up ANY savings I would have had by taking transit. I'd rather drive -- and I hate driving. Make it work it.

-There are already overpriced parking lots surrounding all of the current available light rail stations (especially in downtown Seattle). Not to mention all the "rent a bike" programs that were a huge fail that, guess what?, you charged people ridiculous prices for those too.

There are few reasonable, accessible, and frequently buses in my community of Sammamish. It is also not very walkable. It is difficult to stay on time and get to places without driving. All of these options require me to pay to be able to connect to transit -- why should I do that instead of driving all the way and paying at the destination.

There are no transit options to pnr's outside the city, so we're penalized???

There is excess capacity at the Puyallup station that was greatly delayed. Charging for parking, while there are empty stalls, will create spill over effects on the area and hurt support for transit.

There is less complexity in having variable rates here than with Link fares, as most people will go to the same P&R, thus they will be familiar with the rate at that P&R, but will be surprised the first (if ever) time they go to a different P&R. Funds generated should be used towards maintaining that P&R first, adding electronic signs indicating how many spots are left, ideally posted on the freeway, of P&Rs from South Everett to Northgate, perhaps 2-3 in the center of I-5. I'm reluctant to fund new service given how little South Everett has gotten for what we have paid, but you could go a long way towards changing my mind by: (1) Adding two-way revenue service to Boeing/Everett, perhaps extending to Mukilteo Station or to Seattle-Paine Field International Airport; (2) Changing the routing of ST Express #513 to run the length of West Casino Road, even if only making limited stops, at least adding 4th, Hall Park, 19th, and maybe even Community Transit HQ, since they're using CT's Kasch Park bus base just south of there AND Boeing has its own fleet of white-painted buses to take its employees throughout its vast campus AND serving the robust South Everett P&R; (3) Adds a provisional station at PAE, perhaps via housing their Operations facility on 100th & Airport.

There is no light rail service conveniently in my neighborhood. I am opposed to paying more than I do now in RTA tax to subsidize something I cannot use.

There is no point in optimizing on having spaces available. If every spot is consistently taken at the same time, the maximum number of cars converted to transit is already accomplished.

There needs to be reserved parking. I work at Sea-Tac and use either Tukwila or Angle Lake (when Tukwila is full) to train into work. On game days it is impossible to find parking at either location. I end up parking at the airport that costs \$37/day. I would gladly pay a monthly fee for reserved parking at light rail stations.

There should also be a focus on improved bus connections and service at the lots with the highest prices, as well as secure bike parking, so that area residents can realistically choose to bus or bike instead of having to pay high parking prices.

There should be a better way to encourage using ridership without charging for parking. The big draw for me to use Sound Transit is that I don't have to pay for parking. If I were to have to pay for parking the amount, I pay in daily costs to Sound Transit would equal parking costs in downtown Seattle. If you're telling me I'm only going to save gas money, I'm driving.

There should be a higher fee, perhaps double, for vehicles that are registered outside the RTA area.

There should be free parking for the commuters who use the light rail to get to work. Charging all of us who are going to work is wrong. Why should we have to pay for parking if we are driving to the light rail station in order to get to work. The cost of living is expensive enough and having to pay for the light rail and parking to park near the light rail is wrong. Don't punish the commuters who don't have a light rail station close or bus close to their house by charging us parking. It's wrong to charge people who have to go to downtown to make a living. If you can raise the light rail fees to allow us to have free parking. That is a lot better than charging us to park our cars to use the light rail. DON'T CHARGE US TO PARK OUR CARS FOR BEING A COMMUTER WHO DRIVES TO USE THE LIGHT RAIL TO GET TO WORK. IT'S WRONG....

There should be free parking zones. Especially in predominately low income areas. Adding a parking fee makes public transportation unaffordable for many people. For early commuters it's more important to be able to find free and safe parking since it would be dangerous to bike to the station at these hours.

There should be hours where parking is still free. Kind of like street parking, where it's free after 6 or whatever.

There should be no reason why ORCA card should only be used to pay for transit. Why not expand its use to pay for parking? When you enter the parking lot, you tap-in. When you exit the parking lot, you tap-out. The parking fee is deducted based on tap-in and tap-out. There should be more ways to expand the use of ORCA cards than be restricted to being "transit cash." Using it to pay for parking should be another option.

There was no place to put this in with the payment questionnaire: ORCA cards should be able to be used for park and ride payment. It is silly to think a totally separate entity, app, and system is needed to park in order to ride the bus or Link. You are adding an additional step and middleman to this that is wholly unnecessary.

There's no n/a option. I used a disabled orca card and do not park or drive.

There's no way i can afford to spend \$50 a month on parking. At that point I'll just drive into work.

There's no way to say I would never use this system as I live downtown. You should have bike lockers at the park and rides. Not that I would use them.

These fees may be ok with the riders that most employeers pay/subside passes ,ie king county,metro ,soundtransit , but for someone that does not get that benefit that fee of \$120 to \$240 plus the \$176 pass. That is another big chunk out of my pocket let alone the taxes I have to pay and the free loaders that ride you want to stick it to the ones that pay full price.

These fees see very low for daily parking.

These give preference and are not as hard on people with higher incomes (they are regressive).

These options are unaffordable for the vast amount of individuals that use sound transit. I would love to carpool but I can't, people don't share the same schedule as me. I can't get dropped off because I need to pick up children after getting off the bus. If you implement this I will no longer use sound transit as it is no longer cost effective or convenient.

These options aren't going to encourage passengers to use mass transit, much less Sound Transit. Taking Sound Transit (especially with distance-based fares) is already confusing and expensive for so many people, nearly doubling their fare by having to pay for parking as well is going to make it not worth it. It's yet another step and barrier to transit, and will surely decrease ridership. If the parking cost is variable, it's confusing, and if it's a flat rate, it seems unfair. On top of that, passengers will no doubt be confused by which Park & Rides are Sound Transit operated, so they may not know which ones they will have to pay at. Further, how would the carpool element be enforced? The emphasis should be on encouraging people to choose mass transit by making it accessible and easy to understand. It should be a convenient alternative to single-occupancy vehicles, but this proposal will do the opposite. It will make not taking mass transit the more appealing option, leading to lower ridership overall, not just for Sound Transit. I understand the desire to recoup costs to be able to further expand transit etc., but this is not the way to do it.

These rates should be structured to maximize ridership and allow for use throughout the day.

<p>They all charge money to park the reason people take transit is because we cannot afford to park at work, charging parking at the lots defeats the purpose of taking transit as now as a Seattle resident I would have to pay to park to go to work in addition to Seattle cost to park where you live</p>
<p>They are all *far* too cheap.</p>
<p>They are all horrible. No one should have to pay for parking to use public transit</p>
<p>This is a very disappointing message to hear. I take the light rail to avoid having to pay for parking at my job in downtown Seattle. I already dont drive more than halfway to my job and its a longer commute when I do take the light rail- this would encourage me to just drive my own car and pay for parking at work. This would also greatly impact my monthly budget as \$4 a day to park at the light rail station and pay for my car to be parked is about \$90 a month. Alot of families cannot afford this extra expense. Please consider other options for your riders other than charging for parking.</p>
<p>This is absolutely ridiculous. The point of public transit is to discourage driving but if I have to pay for parking to use public transit it's no better than driving to work and paying for garage parking. At least if I drive I won't be subject to all of the delays and issues the light rail has.</p>
<p>This is absolutely ridiculous. The survey response options do not even eeflect the entirety of potential responses. It's comical that you think adding cost to parking is going to increase ridership. You can't even ensure fares are paid, so it's beyond amusing to believe you'll be able to execute a paid parking permit program effectively. The only park and rides that are at capacity are those at the end of the lines, and that's because they're the end. If you actually build the expansions you are supposed to, parking capacity grows astronomically. This is so frustrating to see that basically even if your employer pays your transit fare, you're spending \$20-\$40 a week on parking. The first set of questions makes a lot of assumptions that are simply untrue.</p>
<p>This is not affordable for me</p>
<p>This is not legally allowed under ether original ST proposals</p>
<p>This is really confusing for the Leigh person. At some point it just becomes cheaper to drive into Seattle. It's always gonna be cheaper to drive into Bellevue especially if I think I'm gonna ride transit and there's parking not available in my neighborhood.</p>

This is the dumbest change you can possibly imagine doing. The parking is full on most mornings, ok so it's working as expected then, don't try and worm out cash from people from that. Instead of this idiotic change, make it so there are more busses available to transport people to the stations. This gets you more money while not treating your users like trash. I'm sorry but I want to see public transit get better in the city not worse. I can't believe this idea has gone this far without anyone saying anything.

This is way more complex than it needs to be: Sell your parking lots to housing and community developers for tens or hundreds of millions of dollars and use that money to establish numerous small, electric vans traveling main arteries from communities to the Light Rail stations, picking up and delivering passengers on a continuous basis to the stations. (Charge each passenger a nominal amount, say 25 cents, so this helps with funding for fuel and other costs and also for buy-in to this strategy.) This would reduce the need for residents to drive alone, in most cases, from their homes to Light Rail stations--thereby reducing climate-changing harm and road congestion/accidents--and frees up garage and parking spaces at the stations to be made into housing and commercial uses that could benefit ease of access to the Light Rail system, housing affordability, and myriad other community needs.

This itself is beyond moronic of the greatest proportions.

This option is described in the question as having reserved parking which is important to me. However in the prior question it is described as without reserved. This is super confusing and an error in the survey design which will invalidate your results.

this really sucks i understand change is needed but i am leaning on driving instead of transit. it might be user friendly to others but sure sucks for me with these new additions my time is money and your asking me to now spend a whole extra hour on commuting and you are goin to pay my hourly rate of \$48 hour each day yep rater waste gas pollute the air and get home the same time its not cost effective

This whole concepts seems misguided. If I have to pay for parking anyway, I'm not going to ride transit as a slower form of getting to work. Are you assuming everyone works in Downtown Seattle where parking costs are high? What if I park in Northgate to take transit to Lynnwood. Why would I pay to park in Northgate when parking is probably free in Lynnwood? This just increases the cost of taking public transit and decreases my interest in taking transit at all if there is little economic benefit to doing so.

This will discourage riders from choosing light rail.

-This will not encourage traffic flow to use the light rails, you are essentially making them pointless if we are charged for every little thing like an overgrown Chuck-E-Cheese Funhouse.

This would become very costly for the many individuals who park and ride daily.

Those who often require the use of transit regularly cannot afford to pay for additional parking.

Tired of paying and paying. I'd rather drive than pay for parking and transit.

To be fair for everyone, parking options need to be affordable for single drivers, discounted for ORCA LIFT / RRF card holders, and free for those who carpool.

To encourage higher transit usage and reduce vehicle miles travelled, the parking fees should be based on the availability of onward transit connections rather than demand. For example, someone parking at Sumner has a much harder time taking transit from their house to the station (or picking a different park and ride) than someone parking at Lynnwood, therefore the person parking at Lynnwood should be charged more. This would also encourage visitors from out-of-town to park farther away from the city, relieving congestion.

To encourage people not to drive cars, don't punish us by making it prohibitively expensive. Just give us robust non-car travel options and we will choose them gladly. No one likes driving in traffic. No one likes looking for parking. No one likes paying for gas. We only do it because the other options available to us are bad.

<p>To encourage transit usage, free parking is a must. Most of us do not live near a bus line where we can take a bus to the transit center. You also need to consider how much of a mess you will create for nearby businesses if you start charging for parking. People will start parking in business lots and create issues for their customers. The nearby streets and neighborhoods will also be impacted. You should consider event parking - possibly a shuttle service when the park and ride is full (football games).</p>
<p>To make transit accessible and the light rail possible for South Tacoma/Lakewood residents, we need reasonable parking structures, which I believe should include a permit option for those who know they will need to park there to travel to Seattle.</p>
<p>To park your bike safely you always have to pay. I think this should be the same for people driving.</p>
<p>To promote taking transit need to expand parking option not cost.</p>
<p>To state the obvious, it's essential that transit parking is never actually or apparently more expensive than just driving!</p>
<p>To use those funds as well as it's a part of their commuter cost.</p>
<p>Transit is already highly subsidized and taxes are extreme. It makes no sense to pay for parking as well as pay for the transit on top of the taxes, all for extremely slow and unreliable service.</p>
<p>Transit parking fees should not be started until office occupancy is far far higher again! Truly there is not enough in office commuting anymore to charge for parking, which will only encourage people to drive to work!</p>
<p>Transit parking should be free for transit riders (with time limits) based on tapping in with an Orca card.</p>
<p>Transit ridership will suffer if you start charging for parking. If you need to charge do so for those who park more than 8 hours in any given day</p>
<p>Transit should be EASY</p>

Ugh, I greatly dislike the idea of paying to park. I already pay \$8.25 to get from Marysville to Seattle, this would potentially double my commute budget, which is sort of an insane projection. On the flip side, I've never ever been able to find parking in the Northgate lot after 8:30am—it's essentially rendered useless to me, and I'm sure other commuters coming from the north feel similarly. The bottom line is I don't like the option of paying for parking. The fares paid for parking wouldn't even go into building more garages that would alleviate the parking crisis—we'd just be paying forever to have our car sit at a lot all day.

Use parking funds to provide more frequent local connections. Frequent connections to local transit is key. Please make it unnecessary to own a car in the first place, that saves former-drivers \$1000/month.

Wait, I thought option C was NO reserved parking? I think having to reserve parking in advance is going to confuse a lot of people. It doesn't matter to me... I live downtown and don't own a car.

Way to go, on going backwards! Paying for parking at a park and rides does not encourage people to use public transportation. This is giving me another reason to just drive to work than taking light rail.

We have a habit of taking parking for granted all the time, we should deter people from PnR. we should also think about putting a bike cage in PnR. We can create a system like Orca where employer has the option to subsidize parking for their worker at PnR maybe using Orca or similar platform

We live in the north end of West Seattle - Alki/North Admiral areas. We have yet to ride light rail as there are no options from our area. Why not create a Park and Ride lot in Sodo so we can drive there and park so we and other West Seattle residents can access light rail?

We loved public transportation lived overseas in many countries, having good and bad public transportation. not sure how sound transit with all the systems out there in the world couldn't have developed a better one.

We need more people on transit and fewer people using parking.

We need to use the latest science regarding parking and how parking fees and availability affect rider behavior. Surveys can only be part of the information needed. Feedback loops need to be built into the system. I hope you are working with the Parking Reform Network <https://parkingreform.org/> to both optimize parking and rider behavior.

<p>We paid significant tax burdens for this light rail, do not now charge for parking in a bait and switch scheme. Either don't charge for parking or make it free to get to your light rail stations to encourage ridership</p>
<p>We pay to ride public transportation.</p>
<p>We pay to ride, why should we have to pay to park? The point in mass transit is to get ppl to drive less. If I have to pay to park and pay the fare to ride, I may as well drive instead. Keep parking free! Also, ppl aren't going to carpool, it's never worked in the past. That idea is outdated. Mass transit is great but it should be affordable otherwise ppl aren't going to use it.</p>
<p>We should be charging even more for parking</p>
<p>We should be encouraging people to use the light rail, reducing traffic driving downtown, and reducing the number of people parking downtown. Charging for parking at the stations on top of charging for riding the light rail makes the light rail not worth it - it encourages people to drive drunk, increases traffic on event days, reduces the availability of parking downtown. The Mountlake terrace parking garage is huge. Trying to get people to carpool to an already less convenient transit option is unrealistic.</p>
<p>We should be focusing on maximizing ridership and enforcing fare payment, not charging for parking. Increasing fares on already paying customers and also adding a parking fee will only reduce ridership. This will in turn lead to more traffic, less riders, less revenue. Not happy about the focus right now. The focus should be on answering this question: How can we reduce the number of solo drivers on the road, and convert them into transit riders. The current options do not help.</p>
<p>We should be pricing the true cost of these parking lots. We are missing the opportunity to build dense housing near transit so the opportunity cost should be factored in.</p>
<p>We should not pay for parking - it would de-incentivize the public from using public transportation. The number of bus options to stations should increase first before thinking of implementing parking fees.</p>
<p>What about motorcycle parking? Will there even be motorcycle spaces in the lots or are you expecting a motorcycle to pay the full rate when you can fit 5 in a single car space.</p>
<p>WHAT ABOUT PEOPLE WHO DON'T COMMUTE AND JUST WANT TO GO DOWNTOWN? There is no parking!</p>

What is the proportion of users that commute into the city from suburban King County? Will there be subsidies for low-income families? How will this affect people who park at the lots for the bus connections rather than for the light rail?

Whatever changes are made parking locations should be safe, and there should be a constant and continuous security presence

When any aspect becomes a gamble, it inherently can't be relied upon. If the lots are often full, people won't rely on it. If they're variably priced, it's a big gamble on whether you can afford it or not. If there's reserved spots, they'll either be gone immediately, or need some sort of lottery, or it would become very inequitable. I don't envy you for having to make this decision, maybe use an actuary to find the "least evil" option, I don't know.

When that is full, a separate section of paid spaces should be available for a flat fee that matches nearby parking prices minus the fare—not Downtown parking rates.

When we were using the light rail at SeaTac, many people thought it was free since there were no turnstiles or large signs saying fares required past this point.

Where there is a parking garage that may not be full. Consider charging only for the lot at the station and not the parking garage (ie Puyallup)

While I understand that parking is a borderline necessity for the Link, I believe that programs and infrastructure needs to be developed with the last mile in mind. It should be easy and optimal for someone living within a mile or 2 from the station get there without a car; that may be bus, bike, etc. With that in mind, additional build out of arterial busses to the adjacent neighborhoods is a must. Similarly, providing ample and secure storage for non-car transportation (e.g. bike, scooter) should be key to bringing in adjacent peoples easily. Additionally, the space requirements for bikes, scooter, or even motorcycles should be lower or higher capacity per square foot and thus be more valuable.

While I wouldn't use the garages personally since I don't have a car, I appreciate that they exist so that friends who are visiting can park and ride into the city where I live. That being said, Sound Transit should stop spending so much money building parking garages and instead use the land around stations for mixed-use transit-oriented development. Where parking garages do exist, they should be priced based on demand so that there are always a few available spaces. It is disingenuous to talk about these fees covering the cost of the structure or paying for additional service. Providing parking is so expensive that it will never come close to paying for itself, much less anything else.

Who is doing your statistical analysis. I think you need to have an outside agency.

Why are fees higher at some stations? There is no bus that I can catch without adding an hour to the trip ( minimal routes and bus service to my neighborhood). Combine the lack of free parking and the last mile(s) issues then it is faster and more economical to drive my car. Parking fees will deter people from using the system.

WHY are the 5th and 6th floors of the Auburn parking garage still closed. Sound Transit's response that 'repairs need to be made' does NOT hold water. The floors have been closed for 3 years - the repairs could have been done before people started back to work!

Why are the payment options cash/credit or some other new method? Why not tie this into the Orca system? I'm already using an Orca card to pay for transit, why wouldn't I be able to use Orca to pay for parking as well? Developing a separate system is incurring additional cost and overhead.

Why are the Sounder trains cancelled so frequently?

Why are transit investments prioritizing car storage over service for people who don't own cars?

Why are we charging people more to use transit. There isn't even any good options to take public transit to get to the station. This doesn't work for our community. This is going to discourage use. Just charge more for the train tickets, at least then we wouldn't have to use a parking kiosk and many companies would cover the increase. This is going to make access to the station worse. Transit isn't supposed to be self supporting it's a public service for the public good.

<p>Why are we even considering charging parking. Sound transit should be more focused on fixing charging riders in the light rail. Don't punish the people who actually use it correctly. Place turnstiles at the stations so commuters need to swipe a card so ST can collect fees. If you start charging for parking you will begin to see less ridership. And the parking will overflow into neighboring streets which then increases car theft and traffic around homes.</p>
<p>Why are we looking to double dip to charge riders who pay for the train and now park? Instead, there needs to be a solution to recapture the fares of riders who aren't paying for the train and Link. That could be 2-3x more revenue than monthly parking.</p>
<p>Why are you charging for parking when you're taxing us to death anyhow we already paid enough for this whole system.</p>
<p>Why aren't you building a huge amount of housing around stations rather than worrying about parking? More housing and retail next to stations, less need for parking.</p>
<p>Why can't parking be included in a daily maximum fare for folks who take transit after parking? All together, these rate proposals are very high. And as nice as the system is, it is going to be more expensive than that in other metros (and those systems are often safer to use, too).</p>
<p>Why don't you start with charging all riders before you start charging for parking.</p>
<p>Why is car infrastructure being subsidized?, charge more money!</p>
<p>Why is nobody thinking about bike parking? I don't care about cars, but the offerings from BikeLink are awful, both in terms of security and ability to fit bikes. Please charge drivers &amp; find a better solution for bikes.</p>
<p>Why isn't Greenlake Park and Ride part of this program?</p>
<p>Why not just keep the parking free, if I have to pay to park at the light rail why wouldn't I just drive to my location and park?</p>
<p>Why start charging for parking when it's free right now? Maybe charge for permits for preferred spots, but that should be it. The cost of parking plus Link will be more expensive than driving. If you start charging for parking, it'll likely discourage people from taking Link at all.</p>
<p>Why would I need to reserve parking? It should be first come first serve and a flat fee if needed. Why would we need to pay to park to use light rail. If so might be cheaper to drive and park at work.</p>

<p>Why would I pay to park and then pay for the rail, it'd be cheaper to just drive then.</p>
<p>Why would I pay to park to take transit? I might as well drive and pay at my destination. I already pay an RTA tax on my car and motorcycle. Paying as much as I do for RTA tax is not an incentive to take mass transit. It incentivizes me to get the most out of the money I pay to tab my car and drive it.</p>
<p>Why would I take transit if they remove the benefit of not having to pay for parking in the city? The only reason I take transit is because I don't need to pay for PARKING in the city. With new fees the cost to commute is more than what I would pay to park every day in Seattle. How does that make sense? Longer commute, more cost involved, and no benefit to the passenger.</p>
<p>Why would you not use orca cards to pay for parking????? WTF is wrong with you people.</p>
<p>With rising transit cost and now a potential park and ride cost, the cost to drive and park at my workplace is comparable and takes less time than taking the light rail. There would be no incentive to take the light rail then, in my opinion.</p>
<p>With the drug use and crime people have already left the public transit, charging for parking outs the nail in the coffin.</p>
<p>With the increases in light rail fare costs as well, adding a parking fee would make using transit much less affordable. I would rather have the parking lots be full sometimes than have the people who need them excluded by the costs.</p>
<p>With tiered pricing, my biggest fear is that folks who work in the service industry will be unfairly penalized going to/from work in higher-rent districts. Understanding the need to balance costs against revenue and expansion plans, the option which takes the most deliberate efforts to support minimizing these unintended consequences on our most economically vulnerable seems to be the wisest choice.</p>
<p>With time parking I'm very disincentivized from even using transit.</p>
<p>Without variable fees, lots will fill up absurdly fast (like the old Northgate P&amp;R lot). "Reservation" systems are arcane and problematic to navigate.</p>
<p>Would also like to have more handicapped spaces for seniors even with permits seems lime.we can never get one</p>
<p>Would be happy to provide an introduction.</p>
<p>Would like to be able to use ORCA card to pay for parking</p>

<p>Would like to know more about discounts for low income. Also- how do people taking the system for job interviews or other one time events fight for spaces with people who are there every day.</p>
<p>would like to pay for parking with the orca card</p>
<p>Would like to pay the parking fee with my orca card rather than personal credit card. Could budget for it &amp; feel that my personal credit card is at risk at a payment station.</p>
<p>Would like to see use of technology like good to go to pay for parking. Technology that would allow you to go online and see how many spaces are open in the parking lot in real time. Similar to the ferry. Install green lights and red lights for each space so you can easily find an open space Important to have a cash option for equity</p>
<p>Would prefer more housing near transit rather than parking</p>
<p>Would prefer parking could either be a.) integrated with DoTs existing goodToGo framework or b.) payable through a tiered orca+parking system.</p>
<p>Would push more cars into neighborhoods to park! Kent changed parking zoning near Kent downtown due to residents complaining about commuter parking.</p>
<p>Would rather pay more for light rail tickets then pay light rail plus parking</p>
<p>Would rather see higher rates, at least \$5 with reserved parking</p>
<p>Would require more infrastructure, but either some kind of gated parking system (like most paid lots) and/or an app where you can pay by plate and start/stop your stay when you wish would be the best systems. The app would also be a good way to pay digitally - needs to be as close to zero friction to payment as possible. Enforcement can look at a live manifest and see whether certain plates have paid or not.</p>

Wow - I've been out of the loop on this and am a bit overwhelmed at the thought of paying for parking in order to take light rail. I could well imagine that people who have to pay for light rail out of their own pocket might not also be able to afford to pay for parking at a light rail lot. I am fortunate in that my employer pays my full light rail fee by providing me with a no-cost ORCA card. Nonetheless, if I had to start paying for parking at a light rail lot it would likely change my commute patterns so that I wouldn't have to pay for parking - or so that I might just skip light rail and either drive to my destination and find as cheap a lot as possible or find a bus. Also, if light rail will charge for parking, making the whole light rail experience more expensive, Sound Transit really needs to make light rail safe. My commute is easy and convenient and yet I am anxious every time I take light rail. I pretty much don't take light rail in the early morning or later evening if I think it will have a higher proportion of harmful riders (violent, drug using, mentally unstable and therefore potentially violent) to safe riders (riders who "ride right").

Yes, 3+ carpools and motorcycles should always have free parking, (and bikes should have SECURE free parking)

Yes, it is a terrible idea. If you charge one Park and Ride, you will have to charge all and all the same otherwise, what you will find is that if there is a parking fee at the Issaquah P&R, but not at Mercer Island, then what you will find is the Issaquah commuters will drive to MI, park for free and not park at the Issaquah lot. And you are not taking into consideration the costs of the ORCA card and the cost of parking. All offices in Bellevue offer free parking, so why would people take transit when they could just as easily drive their car and park in the free parking lot which the Bellevue employer offers? And I am sorry, but what are you going to spend the money on? There is not much maintenance involved in maintaining the parking lots. And if you want people to park using their smart phones, not everyone has a smart phone, so make sure you don't just have that one choice.

Yes. Park & Rides are antiquated and a poor land use decision. With all of that surface parking and asphalt that is adding to the urban heat island, you could provide housing for thousands of people -with no parking minimums-as built in and automatic transit riders.

-You already have toll lanes/bridges/and "fees" on the construction of said Light Rails that charge all sorts of rates and fees that "should" be going into funding projects like this.

You are discouraging use of light rail. Those of us who commute downtown need it - but the costs are out of control. It would almost close the cost of parking downtown in a cheaper lot.

You are making this way to complicated. The cost of parking should be based on demand at the location of each garage. There is no upper limit, even rates like \$200 a month. It should change up or down (unlikely) on a regular basis. Frequent riders should have a monthly option and some understanding they will have a space when they arrive at the garage. No one cares or believes whether the cost of parking will improve service, it won't or pay for the facility, etc. Cost, payment options, real time availability is readily available from multiple parking/demand based apps.

You are thieves. Everything has gone up in price, but not my income. My taxes pay for your company and now you want to charge me more. Learn how to manage your money better. I have contracts with you and I see how much tax money is wasted on indecision and constant change orders. I will never again vote to increase your funding.

You are trying to encourage ridership. So don't charge for parking.

YOU CANNOT SERIOUSLY THINK THAT ANY OF THESE OPTIONS ARE GOOD IDEAS FOR THE AVERAGE WORKER IN THIS AREA AND DEFINITELY NOT GOOD IDEAS FOR THOSE LIVING ON A FIXED INCOME. PLEASE RECONSIDER IMPLEMENTING ANY OF THESE OPTIONS.

You didn't give me a choice to say that I would NOT use any of the lots if I have to pay. Paying for parking at the park n ride is stupid - why wouldn't I just drive all the way to work and pay to park there? What's the benefit if I'm paying for parking, paying for the light rail and spending MORE time in my commute (because it will take longer with all the stops). The primary benefit for me in taking light rail is to SAVE money (I also like saving the planet) - I would highly encourage you to keep the parking lots FREE. People won't use it if you have to pay.

You favor people who live close to LINK. Those that must travel to a LINK station are burdened by the additional cost of parking and or driving. Bus feeder routes, especially at remote locations are not sufficient. You might consider giving a rebate to those that need to drive to a parking location. you might also consider long term parking for those who want to take LINK to the airport for extended periods

You guys are already digging a hole during this project and you're expecting the masses to dig you out and give you more money that nobody has. This won't end well.

You guys have already taxed us enough. Now you want us to not only pay when we board but pay to park to use your service. Here is a thought.. stream line your staff, get your house in order, stop paying huge amounts to redecorate and use our money better.

You need to add more free parking or include it in the price of the transit fee. Currently the fees to park at the Northgate park and ride are so ridiculously high (\$20) that it's easier and not much more expensive (\$20 - \$30) to drive into town and park there. Unless you can make transit economic, it's not worth using. Why pay to park and be inconvenienced when for the same price I can just drive...

You need to find alternate ways to regain expenses and allow riders to park for free.

You need to incentivize people using the light rail. Charging 4\$ for the potential of parking and 8\$ for a round trip fare, it actually would be cheaper to drive for many. If taking transit takes longer to walk to the station from work, there is minimal incentive to take the light rail.

You should charge to park. I thought that was the point if it's going to cost me \$ 10 to park and ride a train. I won't. I'll just start driving again.

You should have early bird in by 8 out by 5. Rates should be based on time of day. Nobody parking to use transit will park for 24 hours. If it becomes more expensive to park and ride than to just park downtown, I will stop riding transit altogether.

You should not be charging us to park on top of charging for the ridership. The whole point of taking public transit and parking at a park and ride is to avoid paying for parking downtown.

You want to charge for light rail but you also want to charge for parking, why would I use light rail? Based on some of these options I'm paying \$14 per day for what? To get me out of my car?

You want to cut down on the carbon footprint and make travel options more convenient, please keep in mind. Most of us have two or three jobs to make ends meet. Paying to use the park and ride is Not convenient for real people with hard, thankless, real jobs.

You will decrease ridership if you charge for parking.

You would have to pay me to get anywhere near the crime ridden, drug infested sound transit system.

You've already collected tax revenue to pay for these parking structures. I'm pretty sure taxing me again for its use is illegal. Pay to park would greatly reduce ridership. Perhaps you focus on corruption in the local government and construction, and wasted tax dollars first.

Your pricing structure is detrimental to those who need transit most, low to mid income, who work for a living and do not have extra money for parking costs. You are already charging a lion's share for transit. Parking should be included in that cost. See how SLC, UT runs their system- they don't gouge the riders and have a strong ridership.

Your survey should start with asking if a parking fee is desired in the first place. I am opposed to any fee except in lots that are regularly at capacity. The fee should not be set to force enough people to quit using the service to make parking available. If you make it so expensive I will just drive to work.

-You're knee-capping the bus routes, which is already a standing issue in reliability and thus forcing the traffic flow from that into attempting to have heavier reliance on the Light rail. You should be equally bus transportation as much of a priority and have better availability in those routes.

