

9/14/2023 System Expansion Committee
Meeting Written Public Comment
Submissions

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Wesley Lin

Dear Sound Transit board,

(System Expansion Committee or Rider Experience & Operations Committee Meeting)

While it is certainly great to have ST2 open soon, and understand the temporary frequency decreases. I am worried about the permanent frequency decrease from 8 to 10 minute frequency peak time (which was even 6 minutes before); and more importantly if this means even worse frequency outside of peak times during midday/evenings.

With the long length of link from Lynnwood to Federal Way (and then from Everett to Tacoma), I'm afraid we'd end up similar to the BART where there is low frequency due to them having to run trains running incredibly long routes where there is unfortunately not enough ridership. Even if we were to hire more train drivers and more trains, this would be incredibly costly for Sound Transit.

I'd consider more service patterns that can ensure higher frequency. For instance, perhaps running from Lynnwood to Redmond and another line running from Northgate to Federal Way (from ~80 minute to 60 minute travel time for not running to Lynnwood). Perhaps not as important during peak time, but during off peak time the savings of 20 minute travel time would allow one to run 20% more frequently throughout the rest of the system with no additional cost. This would allow going from 20 minute frequency to 16 minute frequency or from 10 minute to 8 minute frequencies if done during peak time.

Secondly, look into speeding up the link as the recent decrease in the total run time from 51 minutes to 57 minutes (mainly from Rainier Valley?) means Sound Transit has to run many more trains to maintain the same frequency. Perhaps potentially look into adding crossing gates to Rainier Valley both for safety and to ensure smoother operations. A ~10% increase in speed means roughly also that much a decrease in number of trains cars and train operators needed; or alternatively can be reinvested as frequency.

Thanks,
Wesley Lin

Nick S.

In ST's meeting notes, one proposed strategy to combat crowding is to "Augment Lynnwood Link with ST Express," with options to retain service to Lynnwood, Ash Way and/or Everett. However, no options are given to continue ST service to the Mountlake Terrace freeway station. This is a freeway stop that takes little additional time on existing ST routes like the 512, and it would add significant value to riders, particularly if there is crowding on Link at peak times as anticipated. It would also maintain a direct connection to areas north of Lynnwood for MLT riders. Please consider maintaining the ST Express stop for MLT.

Nick S.
Mountlake Terrace.

Comments submitted after the meeting

Betty Lau – Verbal Comment Transcript

Hi System Expansion Committee,

I'm Betty Lau, co-founder of Transit Equity for All.

So far, a board vote is delaying the CID segment of light rail and running up the costs in the pursuit of a brand new DEIS and new engineering studies for N&S of CID preferred alternatives.

Remember the communities of color being deprived access to light rail.

Remember equity, racial and social justice in the march to enrich a wealthy land-owner and expand downtown at the expense of Chinatown International District.

Remember environmental and economic justice for the CID to end the long history of disinvestment.

Where are the studies on 4th Avenue that are supposed to continue? Where is the equity analysis of 4th Avenue that was to be done before deciding on preferred alternatives, similar to what staff prepared ahead of the South Lake Union vote?

Stop the delays! Move Forward on 4th!

Thank you.