



Who is CORE? We are concerned neighbors who live in LFP, sharing information about ST3 and its impacts on our community.

Contact: info@lfpcore.org www.lfpcore.org

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Here are a few Q & A questions to ask ST people:

They are lengthy but they are vital.

- a. Why can't we find out the specifics of the decision to move the roadway design to the West. We've searched the ST site, made multiply public records requests and received nothing that explains who was involved in that decision locally, or what specific comparisons across the various choices that were considered that lead to the decision the west side was the best choice, developing the "West Shift"?
- b. In your recent email announcing drop in sessions at Seattle/Shoreline LFP and Kenmore, there is not a public drop in session scheduled for Bothell. In fact, in that email you said *"*Note: We're continuing to collaborate with the City of Bothell, transit partners, and members of the public to refine the Bothell segment design. **Please look for an update on how to get involved later this year.**"* We understand the original design called for a full, eastbound bus lane in Bothell, then after public feedback concerning the Yakama Market it was reduced to something like a quarter mile eastbound bus turning lane east of the Yakima Market. How does this differ from what LFP is asking for? Why doesn't this delay impact the SR522/BRT like ST transit claims changing the design on LFP would?
- c. You mention in multiple materials that the time savings for transit riders on the 522 is around 34 minutes compared to "no build". Since there already is a dedicated southbound bus lane in LFP, the time saved in the AM weekday westbound rush hour commute must primarily come for work on the other Cities, not so, much from LFP. Concerning the approximately 38.8 minutes saved during the PM weekday eastbound rush hour commute, how much is saved transiting LFP. (Answer from ST provided data is 62% between the South Shoreline Light rail to !45th and Bothell Way. Of that 50% is saved in the 15 blocks from the South Shoreline Light Rail from 148th to 145th and 15th). So why do we need an eastbound dedicated bus lane here instead of a similar approach on the Seattle/Shoreline route that does not use dedicated bus lanes?
- d. Your materials say that approximately 90,000 cubic yards of debris, top soil and soil must be moved in and out of LFP to complete the construction here as planned. That is over 60% of all debris and soil that has to e moved for the entire 8-mile project. How many dump truck loads will be required to move that much material. How long will that take? How many truck loads per day and how many days per week will they be running?