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November 17, 2022

Dear Sound Transit Board:

We are writing to you as Lake Forest Park (LFP) Councilmembers and longtime residents. Although we cannot speak for the city as a whole, we believe the following comments reflect the views of a majority of our residents on the proposed widening of SR 522 Bothell Way for one mile through our city.

LFP citizens voted for ST3 because we support efficient regional public transit. We loved the 522 bus direct to downtown. In voting for ST3, LFP's benefit was to be more efficient bus service along SR 522/Bothell Way, as well as a commuter parking garage at our Town Center.

Fast forward many years, and ridership and revenues for ST3 are down. Commuting patterns have changed for good. The LFP commuter parking garage has been postponed until 2044. Today, the current plan through LFP will not provide the benefits we were sold on; it no longer makes transit, financial, environmental, or community sense.

As a result, we are asking you to postpone the plans for road widening in LFP for a northbound/eastbound bus lane until 2044 as well.

First, the transit benefits are highly dubious:

- ST's major goal is to reduce bus travel time. We already have a southbound/westbound bus lane in LFP, so this project is about adding one northbound/eastbound bus lane for 1.2 miles.
- Realistically, how much faster can a bus go over 1.2 miles with 4 stoplights and 3 bus stops?
- Looking at the data, at best, we're looking at reducing northbound/eastbound bus travel time by 1 or 2 minutes from road widening in LFP.
- There are no dedicated bus lanes on 145th NE, already a recognized traffic bottleneck, heading to and from LFP to the 145th light rail station.

At the same time, the financial costs are substantial:

- Estimated costs for this questionable one mile project are hard to discern in ST materials, but seem to be \$50M or more.
- What is clear is that the project will require private property takings of 80 properties on the east and west sides of SR 522, severely impacting LFP residences and also several small businesses. These acquisitions are being shared with you only in small increments, masking total impacts and costs.
- It is also clear that identified property acquisitions already constitute 40% of the total 8 mile project costs of \$209M. So LFP property takings alone, not including construction, will cost \$35-\$50M from our ST3 tax dollars.
- What will be taken are driveways and front entrances to homes on the east side. And on the west side, backyards will be reduced by half, ending in a huge concrete retaining wall with chain link fencing on the top, 20' in places.