

# **Sound Transit 3**

## **Stakeholder Organizations**

**Draft Priority Projects List Comments**

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## 522 Transit Now! Coalition

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July 14, 2015

Dow Constantine, Chair  
Sound Transit Board of Directors  
401 South Jackson Street  
Seattle, WA 98104

Dear Chair Constantine and Members of the Sound Transit Board:

The 522 Transit Now! Coalition is a grassroots group of citizens and civic and business leaders who have come together for the purpose of focusing attention on the SR 522 corridor and the transit needs of the North Lake Washington communities of Bothell, Kenmore, and Lake Forest Park.

We are grateful for this opportunity to have our voices heard as we comment on the Sound Transit 3 (ST3) ballot measure. Significant growth is projected for the Central Puget Sound Region, and we believe Sound Transit will play a key role in reducing transportation congestion and contributing to our economic wellbeing. We are hopeful that the ST3 ballot measure will take great strides in furthering these goals.

For ST3 to truly address the needs of this region, we believe it must take into account State Route 522 and the North Lake Washington corridor.

Interstate 90 and State Route 520 are not the only cross-lake corridors—SR 522 along the North Shore of Lake Washington is also a heavily traveled cross-lake corridor with 40,000 to 50,000 vehicles per day. In addition, cumulative impacts from SR 520 bridge toll diversion and other regional decisions have negatively affected traffic flow, economic activity, and overall quality of life here in the north end of King County.

While there have been safety and aesthetic improvements to SR 522 in recent years, it is still a very congested highway, and our local roads are also congested as a result. Adding more vehicle lanes to SR 522 is no longer an option and would only result in more congestion in the long run.

Alternate forms of transportation, especially light rail, are the long-term solutions to our congestion and mobility problems, and this is especially true here at the north end of Lake Washington, where we are seeing significant housing and job growth.

We advocate that the following three projects be included in the ST3 ballot measure:

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[www.522transitnow.org](http://www.522transitnow.org)

[www.facebook.com/522transitnow](http://www.facebook.com/522transitnow) • Twitter handle: @522TransitNow

- **Bus Rapid Transit on NE 145th Street (SR 523).** It is going to be crucial to find a way of getting North Lake Washington residents to the new light rail station coming to NE 145th Street in Shoreline. NE 145th Street will be a key spoke in conveying commuters to the station, but it is inadequate in its current condition. Thus, we advocate for Bus Rapid Transit lanes and facilities to be constructed on NE 145th from SR 522 to the future Light Rail Station.
- **Bus Rapid Transit and Ultimately Light Rail on SR 522.** SR 522 is already congested and does not have room for more vehicle travel lanes. We need alternate modes of transportation such as Bus Rapid Transit and light rail. That's why we are asking for two ST3 projects to connect the I-5 Light Rail System to our North Lake Washington communities: (1) Construction and implementation of BRT on SR 522 and (2) a Light Rail Study for SR 522, with the intention of funding light rail along the SR 522 corridor in a future funding package.
- **Structured Parking Along the Bothell Way Corridor.** Our Park & Ride facilities along the SR 522 corridor are too often full to capacity, resulting in parking spillage into surrounding neighborhoods. Transit service providers have a responsibility to provide adequate parking for their customers and thereby reduce overflow and its resulting negative effects on Kenmore residents and businesses. We recommend new structured parking facilities along SR 522 as part of ST3.

Again, we appreciate the chance to comment, and we look forward to future opportunities to make our voices heard.

Sincerely,

522 Transit Now! Steering Committee

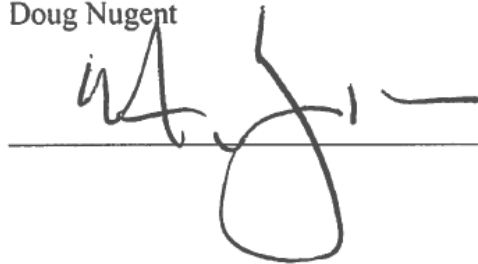
Mark Abersold




Angela Kugler



Doug Nugent



Janet Quinn





## Sound Transit Board

Dear Chair Constantine and Members of the Sound Transit Board:

We are grateful for this opportunity to have our voices heard as we comment on the Sound Transit 3 (ST3) ballot measure. Those who sign this petition do so in support of the following three projects for the ST3 ballot measure:

- Bus Rapid Transit on NE 145th St., to connect to the future Shoreline light rail station
- Bus Rapid Transit and ultimately Light Rail on SR 522
- Structured parking along the SR 522 corridor

Again, we appreciate the chance to comment, and we look forward to future opportunities to make our voices heard.

Sincerely,  
522 Transit Now! Coalition

	<b>Name</b>	<b>From</b>	<b>Comments</b>
2.	Nigel Herbig	Kenmore, WA	
3.	Martin Ng	Bothell, WA	Please don't forget us who live in the Bothell, Woodinville, Kenmore areas!
4.	John Reiher	Kenmore, WA	As a long time Kenmore resident, I've more or less have depended on transit to get to various places in the Puget Sound Region. So I urge you to improve our transit options in this region and make life easier for everyone!
5.	Mike Suarez	Kenmore, WA	
6.	Aaron Rueth	Kenmore, WA	
7.	Stacey Denuski	Kenmore, WA	
8.	Katrina Rose	Kenmore, WA	
9.	Sarah Crumb	Bothell, WA	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
10.	Stacy Parr	Kenmore, WA	
11.	Wendy Scholtz	Kenmore, WA	
12.	Douglas Gordon	Lynnwood, WA	The N Lake Washington corridor is vital to a successful transportation plan. Please take this corridor seriously in the long term planning!!
13.	Joshua Shields	Shoreline, WA	
14.	Davis Harsh	Kenmore, WA	
15.	Amy McKendry	Kenmore, WA	
16.	Chris Trahman	Kenmore, WA	Please provide bus rapid transit, structured parking, and light rail along the 522 corridor!
17.	Angela Taylor	Bothell, WA	Help avoid the commute flood of traffic from 522 in to Seattle by investing in 522 Transit options!
18.	Allison Anderson	Kenmore, WA	
19.	Sasha Philip	Kenmore, WA	
20.	Andrea Pina	Kenmore, WA	
21.	Tamara Jouval	kenmore, WA	
22.	Valerie Crouch	Kenmore, WA	
23.	Angela Kugler	Kenmore, WA	
24.	Antoinette Soffes	Bothell, WA	
25.	Arthur Valla	Kenmore, WA	The very idea that we will be paying exorbitant Sound Transit taxes for the next 30 years WITHOUT ANY BENEFIT is insane.
26.	Adrian Bonar	Kenmore, WA	
27.	Staci Adman	Kenmore, WA	
28.	Susmita sharma	Kenmore, WA	
29.	Lora Kolmer	Lake Forest Park, WA	
30.	Camille Burton	Seattle, WA	
31.	William (Bill) Leak	Kenmore, WA	SR522 needs greater consideration in this planning!
32.	Barbara scheel	Seattle, WA	
33.	Pete Kugler	Kenmore, WA	
34.	Kelsey Graves	Kenmore, WA	
35.	Carly Hanson	Kenmore, WA	
36.	Kevin Dibble	Kenmore, WA	
37.	Elizabeth Mueth	Kenmore, WA	
38.	Karen Margarint	Kenmore, WA	
39.	Lindsay Maslowski	Kenmore, WA	
40.	Liz Abersold	Kenmore, WA	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
41.	Samantha Yetman	Woodinville, WA	So many people use transit to get around and to get to work and places! We need to improve the transit options and make it easier!
42.	Lisa Keller	Kenmore, WA	Over the 18 years I have lived in Kenmore and commuted into Seattle, I have wanted better public transportation. Now that a toll has returned to the 520 bridge, the traffic has become unbearable on SR 522. There is no alternative route between Bothell and 145th. Please focus attention on this area!
43.	Cindy Rutstein	Kenmore, WA	We are a city, not a freeway. We must be compensated for the significant amount of traffic that moves through our town. We need light rail and we need funding.
44.	Naomi Pierce	Bothell, WA	
45.	Dona Hunter	Kenmore, WA	
46.	Sohail zafar	bothell, WA	
47.	Kent Sturgis	Kenmore, WA	
48.	Stephanie Kuchno	Kenmore, WA	
49.	Jeanette Hooper	Kenmore, WA	
50.	Yayoi Brown	Bothell, WA	
51.	Stephen Fisher	Kenmore, WA	
52.	Craig Beesley	Kenmore, WA	
53.	Sugar Garcia Hall	Kenmore, WA	
54.	Mario Juves	Seattle, WA	
55.	Yessen Amirzhanov	Kenmore, WA	
56.	Dara Korra'ti	Kenmore, WA	
57.	Guy Palumbo	Snohomish, WA	
58.	Elsbeth Faber	Seattle, WA	
59.	Catherine Sullivan	KENMORE, WA	The disabled who cannot drive, seniors and low income workers have few alternatives other than Sound transit to work, appointments and home. Furthermore East/West navigation is very difficult for those who need public transportation to get to work, appointments and back home. It very much needs consideration for more routes and better availability.
60.	Igor Volodin	Kenmore, WA	
61.	Juergen Meyer	Kenmore, WA	
62.	Sarah Kaye	Shoreline, WA	
63.	Mark Ohrenschall	Kenmore, WA	
64.	adelaide slomer	Kenmore, WA	
65.	Mary Beach	Kenmore, WA	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
66.	Erin moody	Kenmore, WA	
67.	Sara Glerum	Bothell, WA	
68.	Shirley Wallis	Kenmore, WA	
69.	sariyeh soltani	Kenmore, WA	
70.	Michael Hays	Bothell, WA	
71.	Douglas Nugent	Kenmore, WA	If you're tired of sitting in traffic, join us by signing this petition. Tell Sound Transit to add SR 522 to its list of projects.
72.	Jennifer Donahue	Kenmore, WA	
73.	Jessica Campbell	Bothell, WA	The current transit services along 522 and to Bothell are woefully insufficient, and the current ST3 plan continues to underserve communities along 522 and in the Northshore. Now is the time to lay out a future in which citizens in Woodinville, Bothell, Kenmore, Lake Forest Park and North Seattle along 522, along with students of UW Bothell and Cascadia, use vibrant public transit that meets their needs with enough capacity, fast service, and light rail or rapid transit instead of continuing to encourage single car drivers through services that deteriorate every year as they have been. This is an area with high population growth and planning for increased density that needs better public transit solutions that ST3 has offered.
74.	John Nyhuis	LFP, WA	
75.	Arlene Hershgold	Bothell, WA	
76.	Alex Crozier	Mountlake Terrace, WA	
77.	Tushar Agrawal	Bothell, WA	
78.	Konstantin Shatsman	Kenmore, WA	There seems to be a catch 22 situation - many people don't use transit because it is not covering enough areas and transit is not covering enough areas because not enough people use it.
79.	Bren Elder	Lake forest park, WA	
80.	Jeri Lynn Cornish	lynnwood, WA	
81.	Gary Tosaya	Kenmore, WA	
82.	Cody Painter	Kenmore, WA	
83.	Kyle McCarron	Kenmore, WA	
84.	David Baker	Kenmore, WA	
85.	Vandana Whitney	Bothell, WA	
86.	Warren Raven	Kirkland, WA	
87.	Shanti Singleton	Seattle, WA	
88.	Ken Connell	Seattle, WA	
89.	Karyl Gelatt	Kenmore, WA	Please give Kenmore Light Rail Access!!!

	<b>Name</b>	<b>From</b>	<b>Comments</b>
90.	Joe Gilliland	Redmond, WA	Greater Seattle needs transit options! Lets solve commuting issues and make an environmental impact!
91.	Aileen Hammar	Kenmore, WA	
92.	Jessica Gilliland	Redmond, WA	
93.	Maddie Starkovich	Seattle, WA	
94.	Peter Schultz	Kenmore, WA	
95.	Debra Adams	Bothell, WA	
96.	Sallie Gerrard	Bothell, WA	
97.	ellen garvens	Kenmore, WA	
98.	Jessa Van Dyk	Kenmore, WA	Our community needs to be better connected via public transportation. We're an affordable community within a reasonable commute from both Seattle and Bellevue. Keep our homes and workplaces connected!
99.	Aubrey Miller-Schmidt	Bothell, WA	Please give us light rail access! I would use it every day.
100.	Jacob Masen-Smith	Kenmore, WA	
101.	Jen Pierson	kenmore, WA	
102.	Amanda Gadian	Seattle, WA	
103.	Ahmed Kamel	bothell, WA	
104.	Gayle Bennett	Kenmore, WA	
105.	Andy Yip	Kenmore, WA	We need the light rail to reach Kenmore and Bothell Downtown.
106.	Michael Mabale	Kenmore, WA	
107.	Clinton Campbell	Bothell, WA	
108.	Erik Heino	BOTHELL, WA	I strongly agree with the need for bus rapid transit along 522 and I'm signing on that basis. But I would make major changes to this proposal. I would route the buses along 125th to I-5, where there should be a new Link station without parking that primarily serves buses. This maintains the connection to Lake City and provides for better north-south bus connections in Seattle. It also means that the bus lane would not compete for space with drivers, who could still use the station at 145th. I would also not add new parking structures along 522, but instead charge non-transit users to park in those lots, to manage demand so that they're not overcrowded. And I would use the money saved (and the money from fees for non-transit parkers willing to pay) to increase pedestrian and bike access to stations. Designing transit to support yet more cars driving to park and rides is a bad policy. Better buses that connect to other buses and trains is a good policy. We should do the latter without the former.

	<b>Name</b>	<b>From</b>	<b>Comments</b>
109.	Paul Graham	Bothell, WA	
110.	Micaela Crapo	Kenmore, WA	
111.	Brent Smith	Seattle, WA	
112.	Lukasz Opyrchal	Bothell, WA	
113.	Carol Parrish	Bothell, WA	
114.	William Rabe	Bothell, WA	
115.	Kristin Austin	Bothell, WA	
116.	Supawadee Kalaf	Bothell, WA	
117.	Shawn Ahmadi	Kenmore, WA	I commute to Pioneer Square everyday from Kenmore. My family lives here and I chose to stay local. Our community deserves an opportunity to gain time back into their days to spend with their families and friends saved from traffic and congestion of commute. Help us make it easy to do business in the city and live in our home community.
118.	Armand Micheline	Seattle, WA	Having driven this road for 36 years, I've seen the impacts...and now it's a nightmare. PLEASE...pay attention to SR522! My vote depends on it!
119.	Michal Murdin	Bothell, WA	
120.	Brian Mitchell	Bothell, WA	
121.	Bret Johanson	Kenmore, WA	
122.	Daniel Stokes	Kenmore, WA	
123.	Setheny How	Bothell, WA	Agreed. SR522 traffic has increased. I405 from SR520 to Bothell in the afternoon is jam packed as well. The Bothell park and rode is woefully insufficient. We need more options to get from Bothell/Woodinville to North Seattle/the UW/ and Downtown. I drive because there is no other efficient option.
124.	Mihaela Karaivanova	Kirkland, WA	
125.	Davin Duerr	Bothell, WA	
126.	JEREMIAH WALSH	KENMORE, WA	
127.	Darrel Rustvold	Kenmore, WA	
128.	Allan Van Ness	Kenmore, WA	
129.	Steve Grim	Kenmore, WA	Congestion on 522 gets worse every year. Buses are getting more crowded. Relief is needed.
130.	Michael Carpenter	Kenmore, WA	
131.	Jessica Williams	Kenmore, WA	
132.	Kiem lam	Kirkland, WA	
133.	Lonnie Hunt	Bothell, WA	
134.	Ruchita Shah	Kenmore, WA	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
135.	Wendy Bradbury	Bothell, WA	
136.	Promise Tachtevrenidou	Kenmore, WA	
137.	Angela Groom	Bothell, WA	
138.	Heidi Mcdaniel	Kenmore, WA	
139.	Lise Thorsvig	Kenmore, WA	
140.	Angela Krider-Beeby	Kenmore, WA	
141.	Antoine Abi Chacra	Kenmore, WA	
142.	Arun Gona	Bothell, WA	
143.	Jennifer Ferdinand	Kenmore, WA	Transit options haven't kept up with the increased demand, particularly since tolling 520 has pushed more people on to 522. Transit options are the only way to keep this a vibrant and enjoyable community that contributes to the economy of the greater Puget Sound!
144.	Rachel Barnett	Bellevue, WA	
145.	Dale Robinson	Kenmore, WA	
146.	Katherine Hood	Kenmore, WA	
147.	Liv Brakstad	Kenmore, WA	
148.	Mark Elwell	Bothell, WA	
149.	Paul Hlgson	Kenmore, WA	
150.	Kathleen konieczka	Bothell, WA	
151.	Gordon Dutrisac	Seattle, WA	
152.	Jennifer Snow	Kirkland, WA	
153.	Michelle Marchello	Kenmore, WA	
154.	Erin Rivera	Kenmore, WA	
155.	Audrey Franke	Bothell, WA	SR522 needs MUCH better transit and more options.
156.	Shelley Clark	Kenmore, WA	
157.	eric palmer	kenmore, WA	
158.	F Bernstein	Bothell, WA	
159.	Rachel Thompson	Kenmore, WA	This area is developing so nicely, I would hate to have to move with the traffic getting worse and worse! I'm hoping something can be done.
160.	Fabricio Voznika	kenmore, WA	
161.	Josh Mahar	Seattle, WA	
162.	Sandra Ames	Lynnwood, WA	
163.	Jessica Odell	Kenmore, WA	Traffic is terrible and better transit is the solution!!

	<b>Name</b>	<b>From</b>	<b>Comments</b>
164.	Suzanne Siegel	Kenmore, WA	I have lived in Kenmore for over 10 years and have watched traffic along the 522 corridor grow beyond what capacity this state highway can handle. It's time to address this bottle neck!
165.	Manju Mahadevan	Bothell, WA	
166.	Jerry Wqlsh	Kenmore, WA	



# 522 TRANSIT NOW!

Join the coalition to get better transit for North Lake Washington.

[Home](#)[About](#)[Join the Coalition](#)

## Help us get better transit for SR 522!



Sound Transit is asking the public—that's YOU and ME—which projects to include on the ballot for their ST3 initiative. We need to let them know: **Don't forget SR 522 and the North Lake Washington Corridor!**

Find out more about how you can make your voice heard by joining with others.

[JOIN THE COALITION](#)



# JOIN THE COALITION TO GET BETTER TRANSIT FOR NORTH LAKE WASHINGTON

**522 Transit Now**  
Community

Create Call to Action

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Timeline

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Photos

Likes

More ▾



135 likes +19 this week



7,777 post reach this week



## Promote Your Page

Connect with more of the people who matter to you

Promote Page

## ABOUT



SR 522 is already congested and getting worse fast. Let's band together to get better transit NOW!



<http://www.522transitnow.org/>

Promote Website



Status



Photo / Video



Offer, Event +



What have you been up to?



**522 Transit Now**

July 13 at 5:02pm · 🌐

All hands on deck! We need to get as many petition signatures for SR 522 transit projects as we possibly can in THE NEXT 48 HOURS!!!

We have a chance to have our petition seen by Sound Transit on July 15th. We will continue collecting signatures after Wednesday, but this is a huge opportunity to show Sound Transit that we're serious NOW!

Click on the link below to see our petition and add your name to the list!...  
See More





# BASTYR UNIVERSITY

## OFFICE OF THE PRESIDENT

July 7, 2015

Kathy Leotta  
Sound Transit  
[Kathy.Leotta@SoundTransit.org](mailto:Kathy.Leotta@SoundTransit.org)

RE: Sound Transit 3 Project List

Dear Ms. Leotta

On behalf of myself and the Bastyr University administration, I am writing to convey the University's support for ST3 projects for the North Lake Washington Corridor. As we know, transportation access is critical element to attracting and retaining university students and personnel alike. As a provider of higher education as well as the City of Kenmore's largest employer, we place a high importance on access to education, as well as environmental sustainability through efficient transportation systems; and the Bastyr University community has a vested interest in Sound Transit developments.

Bastyr University is a multidisciplinary institution that offers 18 undergraduate, graduate and doctoral degree programs in the natural health arts and sciences – a number of which require hands-on clinical training. As such, we operate two locations in King County: Our campus is headquartered in the City of Kenmore, and our teaching clinic, Bastyr Center for Natural Health, is located in the North Lake Union/Wallingford area of Seattle – making it necessary for a number of our students, faculty and staff to commute between the two locations. Of even greater impact than these campus-clinic commutes is the number of daily commuter trips between campus the greater Seattle area – incurred by Seattle-area residents who commute to the Kenmore campus daily, and by students and clinical faculty who conduct clinical training at one of Bastyr's many off-site community clinics throughout King County.

To minimize the University's carbon footprint as well as our impact on the area's heavily trafficked roads, the University has instituted a multi-faceted commuter trip reduction program. We operate a shuttle service between our Kenmore Campus and our North Lake Union teaching clinic that services approximately 350 Bastyr passengers per week. Additionally, we provide electric car charging stations, a fleet of Bastyr Bikes, and discounted parking passes for carpoolers. However our own investment in these alternative modes of transportation falls short of meeting the needs of our students and staff. Of Bastyr University's 1,051-person student body (academic year 2014-15), 705 of those students pay for parking on campus; and of the University's 488-person staff, 223 pay for parking on campus.

As you may know, direct bus service to and from the Bastyr University Kenmore campus has recently been eliminated, and the lack of a reliable and efficient public transportation system surrounding the Kenmore campus area has led to a heavy dependence on single-user car transportation for some, and extremely time consuming public transit commute times for others (a two-hour one-way commute for some students and staff).

It is therefore in the best interest of our University to help our constituents to access efficient public transportation – the lack of which contributes to increased carbon emissions, and ultimately limits the accessibility of higher education. Given the locations of our campus and clinic facilities at the north end of Lake Washington and Lake Union respectively, both NE 145th Street and SR 522 are of critical importance to us.

In particular, we support the following priority list designed by stakeholders in our region:

- Implementation of Bus Rapid Transit Lines along NE 145th Street.
- Increased access across SR 522, either via Bus Rapid Transit or light rail.



- Increased parking sites at Park & Rides along the SR 522 Corridor.

We believe that the accessibility and convenience provided by the infrastructure improvements outlined above will sufficiently motivate students, faculty and staff to use public transportation on a daily basis.

As an institution, Bastyr University wishes to underscore the importance of both college accessibility and environmental sustainability, and we wish to call on our local legislators for support. Supporting these values with commensurate infrastructure will in effect expand opportunity and access for numerous college students, while at the same time allowing for reduced carbon emissions – resulting in long-term economic growth and planetary health that benefits the region.

For these reasons, Bastyr University urges your support of the aforementioned public transportation initiatives. If you have any questions regarding our position, or a furthered interest in discussing the impact of these infrastructure improvements on our institution and our student body, please contact Bastyr University Chief of Staff, Coquina L. Deger, at (425) 602-3006.

Thank you sincerely for your consideration, and we wish you the best of success throughout the coming decision making and implementation process.

Respectfully,

A handwritten signature in black ink, appearing to be 'Mac Powell', with a long, sweeping horizontal line extending to the right.

Mac Powell, PhD  
President  
Bastyr University



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3000 Landerholm Circle SE • Bellevue, WA 98007-6484 • [www.bellevuecollege.edu](http://www.bellevuecollege.edu)

June 29, 2015

Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104

Dear Members of the Sound Transit Capital Committee;

Thank you for considering options to address demand for transit in the Puget Sound Region. **Bellevue College requests that Sound Transit continue exploring transit options** to Bellevue College, Eastgate, and Factoria. Through the Sound Transit 3 draft priority comment period, Bellevue College requests that the agency facilitate improved access to higher education. In particular, the College requests that Sound Transit further explore the following projects:

- Bellevue College Connection – a project that creates efficiencies for regional riders as well as students;
- Light Rail Access to Bellevue College, Eastgate, and Factoria, via project E-03;
- Bus Rapid Transit on I-405.

As an open access institution, Bellevue College provides a critical service to youth and adults in the Puget Sound. Accessible education requires accessible transportation. However, students risk losing mobility through budget cuts and traffic congestion. In 2014, Metro threatened services cuts to campus. Between 2011 and 2013, travel delays increased on the I-90 corridor (71%) and the I-405 corridor (39%). In order to access education, students must have accessible transportation.

In response to these growing issues, Bellevue College has responded with aggressive transportation management programs. Transit is the primary mode of 30% of students commuting to campus, up 10% from 2010. Single occupancy vehicle commuting decreased by 12% between 2010 and 2013. We manage parking through new parking fees for students (2011), staff and faculty (2013), designed to reduce single occupancy vehicle commuting and fund ORCA card subsidies. We implemented programs and incentives for transit, rideshare, and bicycle/bus combinations.

Student demand for transit will increase in the coming years. Over 60% of Bellevue College students come from the fastest growing cities in Washington including Bellevue, Issaquah, Sammamish, Skykomish, Snoqualmie, Mercer Island, and Newport. The institution employs over 1,550 employees, including full-time and part-time faculty and staff. The campus grows through the addition of new buildings and programs, incrementally losing parking spaces over time.

Projects that improve transit access to higher education improve the health, welfare, and economic vitality of students seeking a better life. Bus rapid transit and light rail access secures the long-term access to education. Please explore light rail access to Bellevue College, Eastgate, and Factoria and Bus Rapid Transit along I-405.

Again, thank you for the opportunity to comment on Sound Transit 3's draft priorities. Bellevue College looks forward to the growth of transit access in the Puget Sound region.

Sincerely,

Ray White, Vice President  
Bellevue College



July 15, 2015

Dow Constantine  
Chair, Sound Transit Board of Directors  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104

**RE: BDA Comments on Project Priority List for Sound Transit 3 System Plan**

Dear Chairman Constantine and Members of the Sound Transit Board:

Improving regional mobility is a key factor to Downtown Bellevue's success as a thriving retail destination, a center for knowledge workers and innovative companies, and a vibrant residential community. It's critical challenge we share with other growing Eastside cities. As we advocate for a well-integrated, high-quality transportation network, we appreciate the opportunity to offer input on the draft Sound Transit 3 Priority Project List.

Our Board of Directors has not yet taken a position on a specific set of ST3 projects, proposed funding sources or plans for a 2016 ballot measure. However, we've consistently backed efforts to evaluate transportation projects that will 1) improve multimodal access to Downtown Bellevue, 2) maximize the benefits of current investments and 3) advance the principles of subarea equity.

The following project priorities from the ST3 list directly address transit connectivity between Downtown Bellevue and growth centers on the Eastside.

- East Link Light Rail extension to Downtown Redmond (per the Record of Decision)
- I-405 Bus Rapid Transit consistent with the I-405 Master Plan
- Enhanced, cost-effective regional transit service between Eastside growth centers. Ensure alignment with Bellevue's Transit Master Plan, and efficiencies with other regional public (i.e. King County Metro) and private (i.e. Microsoft Connector) providers
- System access improvements for regional express bus and light rail (focused on park-and-ride facilities, light rail and transit station enhancements, pedestrian and bicycle access)

The BDA also notes the City of Bellevue's recent ST3 Interest Statement and ongoing engagement on specific areas of need. We look forward to further fact-finding and collaboration with our members, the city, and Sound Transit as your work continues to refine a viable plan for the region's voters.

Sincerely,

A handwritten signature in cursive script that reads 'Susan Stead'.

Susan Stead  
BDA Board Chair

A handwritten signature in cursive script that reads 'Patrick Bannon'.

Patrick Bannon  
BDA President

*Making A Great Place Together* John H



July 7, 2015

Sound Transit Board  
c/o Board Administration  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104

Dear Board Members:

We represent thousands of employees and residents who work and live near the site of the Boeing Access Road light rail and commuter rail stations. We are writing today to urge you to keep these two projects in the ST3 package that will go before the voters in November of 2016. Several of us have sent our own letters, taken the ST3 online survey and participated in the agency's open houses, but we also wanted to take the opportunity to share our collective thoughts.

As employers, we know too well that our employees have very limited – and in most cases, zero – ability to use public transportation in their daily commute. In fact, the lack of public transportation options in the area is a consistent barrier for many of us to hire qualified individuals for open positions. As a member of the Sound Transit Board, you know as well as we do that people are eager to get out of their cars and enjoy a commute that is faster with less hassle on public transportation. As employers, we know that too because we consistently hear this desire in the hiring process, from existing employees and, unfortunately, in exit interviews when we lose a talented employee due to the commute.

The same is true for the residential community in the vicinity of these proposed projects. In fact, the Allentown in Tukwila has no access to any form of public transportation. The area of south Seattle that borders the site, as well as Skyway to the east also have little to no transit service. These are some of the most diverse and economically challenged neighborhoods in King County, and lack of access to public transportation creates significant hardships for ourselves and our neighbors. Residents who live in the Census tract around Boeing Access Road are 32% Asian, 16% Black, 10% Hispanic and 40% White and reflect Tukwila's overall diverse community. 50% of the households in Tukwila speak a language other than English at home, 62% are persons of color, and 36% are foreign born. The School District reports a homeless rate among our students of 10%, and 25% of the City's residents live below the poverty line.

Also in our area are key institutions such as the Museum of Flight and Raisbeck Aviation High School which lack good connectivity to public transit for visitors, students and staff. Students from Aviation

High School come from all over the region, many taking multiple modes of transportation to reach its doors each day. Reliable light rail and commuter train service in the area would significantly reduce their travel times and improve the security associated with their commute. In addition, the Museum of Flight's analysis indicates that if a light rail station were constructed at Boeing Access Road its annual attendance of 600,000 visitors would increase by 25%.

One of Sound Transit's goals is to connect the region's designated centers. The area around the Boeing Access Road station currently hosts over 11,600 jobs and is projected to grow to 24,500 jobs by 2035. We commissioned a ridership study just for a light rail station at Boeing Access Road, which is attached here. This analysis indicates that if the Boeing Access Road light rail station were in use today, it would experience over 1,400 riders daily. This is in excess of what some current stations in the system experience, and projected ridership could grow to as much as 3,770 daily boardings by 2035.

Currently, the longest stretch of track without a stop is through the Tukwila/south Seattle area, where one has to go from the Tukwila International Boulevard Station all the way to Rainier Beach station, a distance of 5.2 miles. The Boeing Access Road site also allows the agency to build the only multi-modal facility that is served by both light rail and commuter rail. By developing the light rail and commuter rail stations at Boeing Access Road, Sound Transit would provide much-needed public transit access to these communities, strengthen the economic engine in the area and meet the mission and goals the agency set forth when developing the priorities for system expansion.

Please ensure that both the light rail and commuter rail projects continue to move forward in the ST3 package.

Respectfully yours,

Sean Albert  
Allentown, Tukwila

Brooke Alford  
Allentown, Tukwila

Rick Bellamy  
CEO, RPI

William Biggs  
Vice President, Group Health

Gordon Buchan  
CFO/COO, Kidder Mathews

Dr. Nancy Coogan  
Superintendent Tukwila School District

Joseph R. Desimone  
Desimone Trust

Joe Duffie  
Councilmember, City of Tukwila

Allan Ekberg  
Councilmember, City of Tukwila

Mary Fertakis  
Resident, Tukwila

Joel Gilbertson  
Senior Vice President Community Partnerships &  
External Affairs, Providence Health & Services

Jim Haggerton  
Mayor, City of Tukwila

Sohier Hall  
CEO, Luum

Jim Harding  
CEO, MultiScale Health Networks



James N. Harmon  
Chief Financial Officer, ClearSign Combustion  
Corporation

Zack Hudgins  
Representative, Washington State House of  
Representatives

Doug King  
President & CEO, Museum of Flight

Kate Kruller  
Council President, City of Tukwila

Amy Mack  
President & CEO, Big Brothers Big Sisters  
Of Puget Sound

Benson Porter  
President/CEO, BECU

James Raisbeck  
President, Raisbeck Engineering

Larry Reid  
President, Georgetown Merchants  
Association

David Sabey  
President, Sabey Corporation  
Gus Simonds  
President, MacDonald-Miller

Mike Zubovic  
Vice President of Finance and Administration,  
Aviation Partners

Kathy Hougardy  
Councilmember, City of Tukwila

Katherine Kertzman  
Executive Director, Seattle Southside

Sue Klug  
Executive Vice President – Chief Marketing  
Officer, Unified Grocers

Lisa Krober  
Allentown, Tukwila

Natalia Martinez-Paz  
Allentown, Tukwila

De'Sean Quinn  
Councilmember, City of Tukwila

Larry Reid  
Manager, Fantagraphic

Dennis Robertson  
Councilmember, City of Tukwila

Verna Seal  
Councilmember, City of Tukwila  
Brian Vogt  
Allentown, Tukwila



March 25, 2015

Bob Giberson  
Public Works Director, City of Tukwila  
6300 Southcenter Blvd, Suite 100  
Tukwila, WA 98188

**Subject: Boeing Access Road Infill Station Analysis**

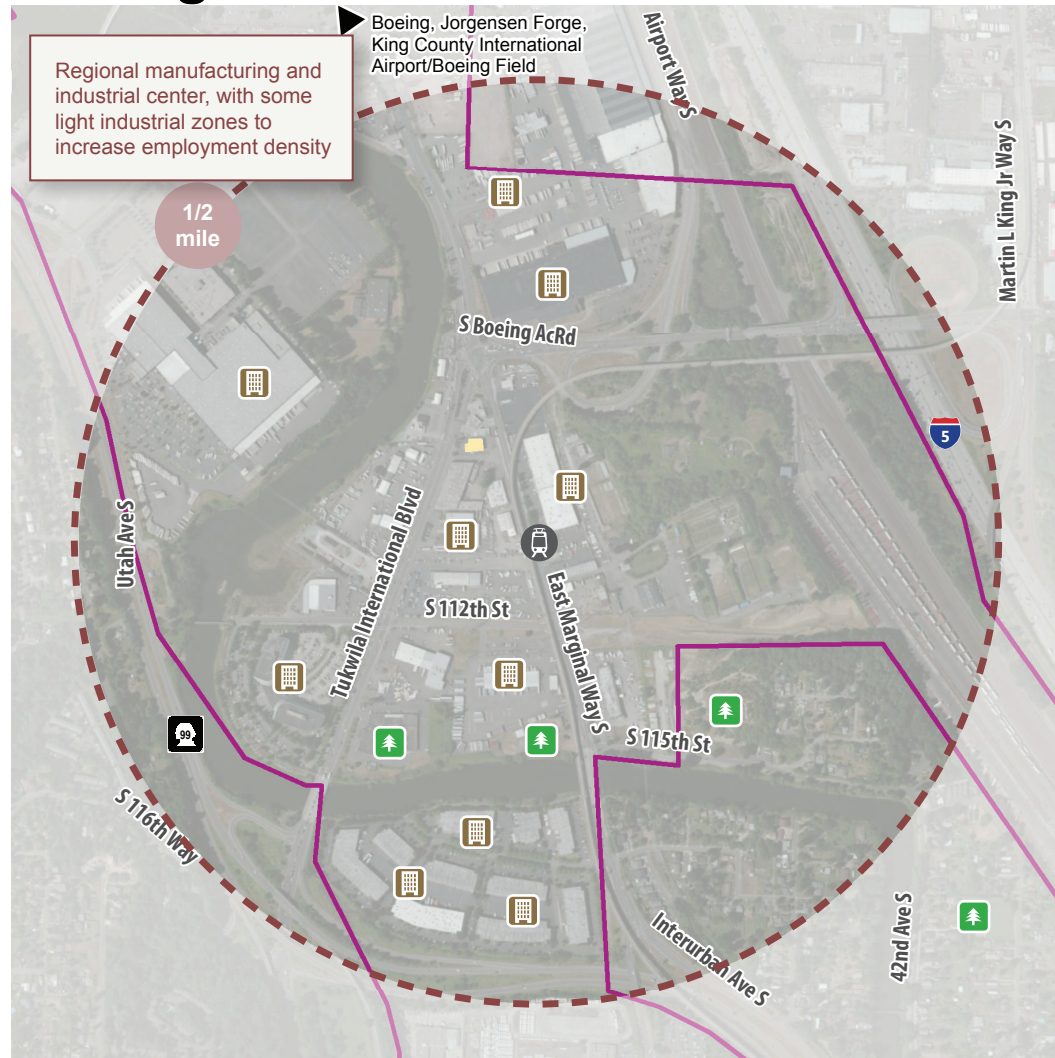
Dear Bob:

To better understand the ridership and mobility benefits of a Link Light Rail Station near Boeing Access Road and E. Marginal Way, Fehr & Peers performed a station area and ridership analysis. This station was part of the original Sound Move vote, but was deferred during the initial construction of Central Link. The station remains in Sound Transit's Long Range Plan as an "infill" station that could be constructed as the Link system matures. This analysis estimates station boardings under the following scenarios:

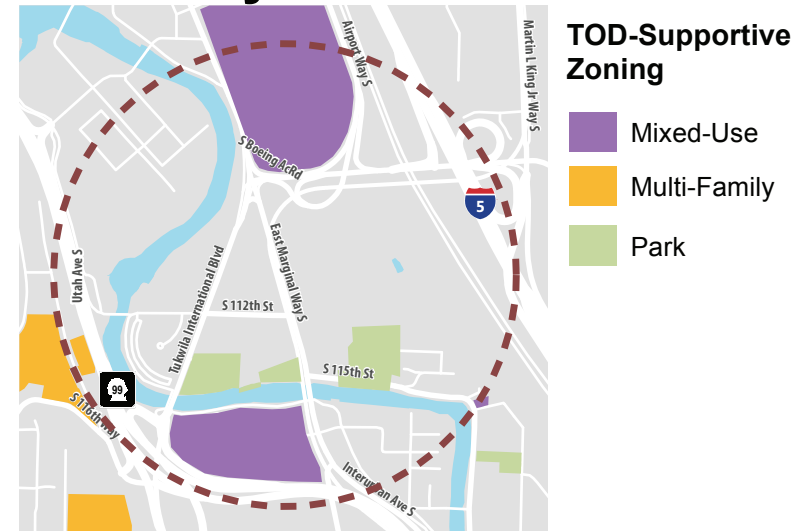
- 2015 Conditions – based on applying Fehr & Peers direct ridership forecasting tool to the new station
- 2020 Conditions – based on scaling the 2015 and 2035 results using the City of Tukwila's future land use assumptions around the station area
- 2035 PSRC – based on the Puget Sound Regional Council's Land Use Target forecasts (also used for all Sound Transit ridership modeling)
- 2035 Tukwila – based on the City of Tukwila's land use forecasts (used for the City's Comprehensive Plan Update)
- 2035 Sabey – City's travel model forecasts with the 10,000 new employees at the Sabey site located northeast of the Boeing Access Road/E Marginal Way intersection
- 2035 EcoNW – City's travel model forecast with EcoNW development forecasts of 2,500 employees at the Sabey site

The following pages summarize the station area and results. Overall, the analysis indicates that this station would have relatively high ridership under both current conditions and future conditions with additional employment in the area.

# Boeing Access Road General Station Area Vicinity



## Ridership Generators



**Character:** Manufacturing/industrial employment area with some existing office uses.

### Key Opportunities:

- Link light rail already travels through the station area.
- The "Boeing Access Road Infill Station" is part of the current Long Range Plan for Sound Transit's Link Light Rail system.
- Substantial opportunities for increased employment densities in the station area.
- Major opportunities for new development within station area.
- Employer community committed to funding shuttle service.
- Employment hub with 11,600 jobs within a mile today and may grow to 24,500 jobs by 2035.

### Key Challenges:

- Limited existing streets and sidewalks. Difficult access for pedestrians and bikes to major employers from a potential station area.
- Only one access point across I-5 and it does not have pedestrian facilities.
- Duwamish River divides the station area and there is no public access across the Duwamish River north/west of Tukwila International Boulevard.
- Limited existing local bus service.
- Very limited residential uses allowed within the station area.






**Urban form and land use pattern:** Current uses are industrial, manufacturing, warehousing or vacant lands that occupy relatively large blocks of varying geometry. Relatively low intensity employment with surface parking. Some low density residential housing is on the western and southeastern edges of the study area. Major opportunities for higher-density employment in the Mixed-Use zoning (mixed office/industrial) areas and greater intensity on the industrial properties.

**Population, employment, and density:** Low population density in both 2010 and 2035 due to almost no residential zoning. Low employment density in 2010 due to the mostly manufacturing/industrial land use. Substantial increase in employment density possible by 2035.

# Boeing Access Road Connectivity


There are few streets, large parcels, wetlands, and basic pedestrian facilities in the station area. Block sizes are generally large and travel by bike or walking is not easy through the blocks. Natural features like the Duwamish River divides the area, while heavily travelled north-south roadways limit east-west access. There is no public vehicle access east-west across the river, however the Green River Trail bridge does allows pedestrians and bikes to cross at Tukwila International Boulevard. The only east-west access point across I-5 is Boeing Access Road, but there are no existing pedestrian facilities. While there are sidewalks along E. Marginal Way, the pedestrian environment is harsh due to the adjacent industrial uses.

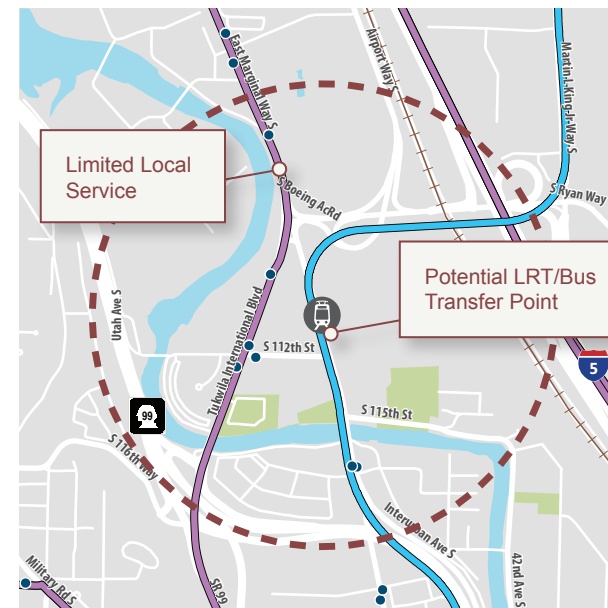
## Non-Motorized Network

-  General Link Light Rail Station Vicinity
-  Existing Bike Lane / Trail
-  Existing Sidewalk
-  5-Minute Walk from Station
-  Future Sidewalk








## Roadway Access

-  Major North / South Access
-  Major East / West Access



## Transit Service

-  Bus Stop
-  General Link Light Rail Station Vicinity
-  Local Bus Route
-  Link Light Rail
-  Sound Transit Commuter Rail

## Boeing Access Road Land Use & Demographics

**For this analysis**, four 2035 land use scenarios were evaluated:

1. City of Tukwila forecasts prepared for Comprehensive Plan Update
2. Future employment forecasts prepared by the Sabey group
3. Future employment forecasts prepared by EcoNorthwest
4. PSRC forecasts used for regional planning

The four scenarios have varying amounts of employment growth by 2035, but little or no population growth as the station area continues to be a Manufacturing/Industrial Center. The employment totals include areas north of the station vicinity, as major employers just outside of the area could also use the potential HCT station.

### Land Use within Station Area

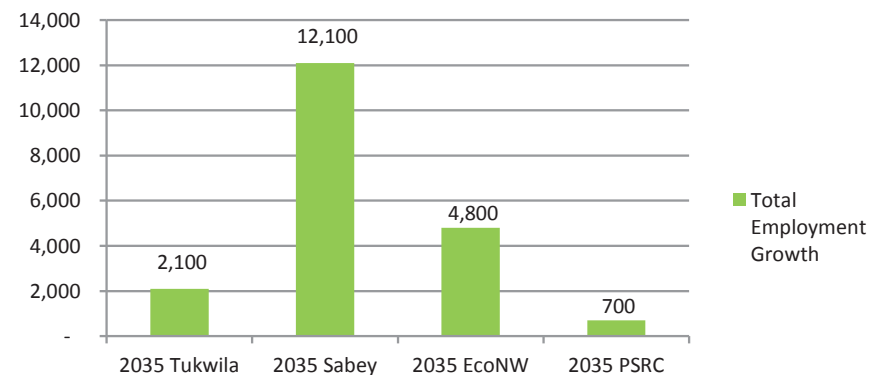
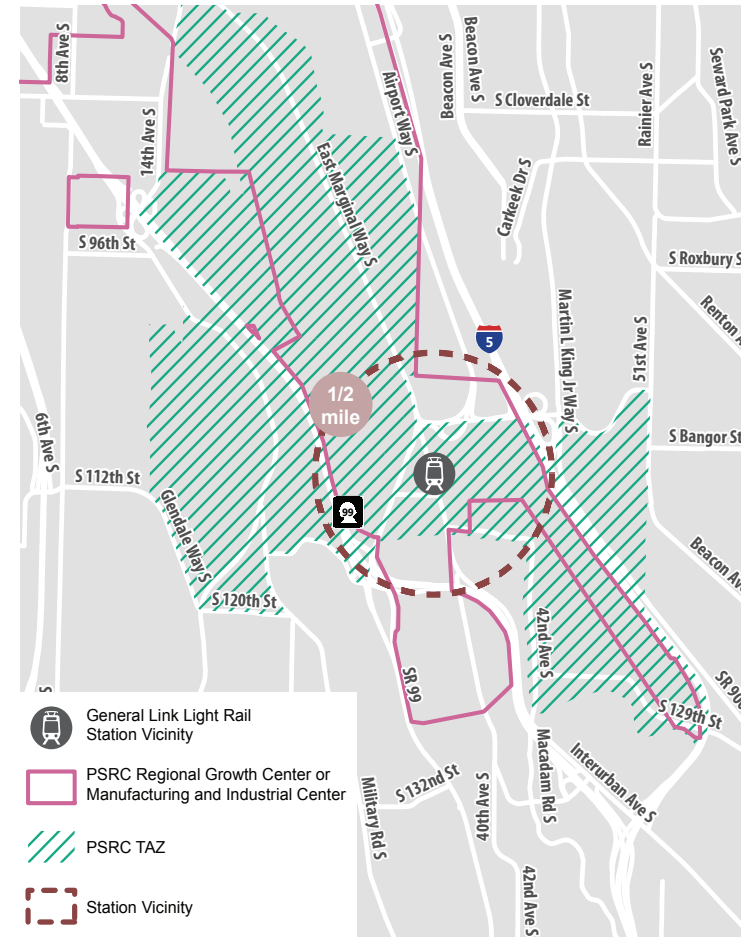
	2015	2035 Tukwila	2035 Sabey	2035 EcoNW	2035 PSRC
<b>Total Employment</b>	11,600	14,500	24,500	17,200	13,100

## Potential Transit Ridership

	2015	2020	2035 Tukwila	2035 Sabey	2035 EcoNW	2035 PSRC
<b>Daily Boardings</b>	1,410	2,150	3,270	3,770	3,410	3,200
<b>Change from 2035 PSRC</b>	NA	NA	+70	+570	+210	0

### Potential Daily Boardings

Potential station daily boardings would be driven by the employment uses in the area. An analysis of the transit models indicate that most station activity in the morning involves people departing the train and boarding in the afternoon. The results above show that even under 2015 and 2020 conditions, the station would have relatively high ridership. While there is wide variation in total employment forecasted under 2035 conditions, the daily boardings at the potential station do not vary as greatly. The travel model predicts that once a station is placed in the area, there will be a base amount of ridership attracted to the adjacent land uses (office, industrial, retail). The Tukwila International Boulevard Station may experience a 16 percent decrease in daily boardings. As employment increases only a portion of the new trips (about 5 percent) attracted to the more intense development is expected to occur via Link Light Rail.





The Honorable Dow Constantine, Chair  
Sound Transit Board of Directors  
c/o Sound Transit – Union Station  
401 S. Jackson St.  
Seattle, WA 98104

**RE:** *Importance of Sound Transit keeping the promise of connecting light-rail transit to the Everett “spine” in any ST3 plan and project list*

Dear Chairman Constantine and Members of the Board of Directors:

It is our understanding that at your Board Meeting of May 28, you will review an initial draft of a project list – a key step in developing a Sound Transit Phase 3 (“ST3”) plan to present to our region’s voters in November 2016. We write to you as a united Snohomish County group of organizations – representing business, government, labor, and the environment.

We appreciate inclusion of light rail through Everett in your initial project list and urge that you keep as a top priority the commitment to ensuring the “LINK” Light Rail Transit system connects Everett, Tacoma, and Redmond as the regional “spines” of the ST system as envisioned in your original Sound Move Master Plan.

Back in December 1994, the Board of the Regional Transit Authority (RTA), as the precursor to Sound Transit, passed a resolution “clarifying the RTA Board’s intent with respect to future light rail service to the City of Everett.” That resolution noted that following the Sound Move Phase I, “priority shall be given in subsequent phases to linking the four major centers of Everett, Seattle, Tacoma, and Bellevue.” The resolution went on to note that **“extension of light rail service to Everett shall be a first priority in Phase II.”** (*our emphasis added*).

As we all know, we are now gearing up for **Phase 3** of the ST plan, and we cannot wait any longer for the promise of LINK light rail service to Everett be kept. The ST Board has distributed a preliminary draft Priority Project List providing alternatives to extend light from Lynwood, among them an alignment to integrate the county’s largest job center at Paine Field and the emerging higher education cluster in North Everett.

The reasons for that LRT connection are clearer and more urgent now than ever before. Everett is the home to the growing 787 production and Dreamliner assembly by The Boeing Co. and will be a center for advanced carbon-fiber wing technology. Nearly 200 aerospace suppliers call Snohomish County home. Snohomish County has the highest concentration of aerospace employees in the state (46,000).

Naval Station Everett is the second largest employer in the city. There is also a burgeoning Washington State University campus that will soon be under development, the state’s third-largest Port, the Xfinity Arena and Conference Center, a thriving arts and entertainment community, and a home base for local government institutions.

It is also worth noting the population and job growth expected for Snohomish County. Today the County is home to 760,000 people and nearly 275,000 jobs, but projections show that will increase significantly by 2035, to nearly one million people (955,281) and 400,000 jobs (396,373). Additionally, Everett is projected to add more than 40,000 people, and 45,000 jobs, by 2035.

If we are going to use high capacity transit to provide congestion relief on the I-5 corridor, and connect that corridor with light rail, and serve as a convenient and frequent people mover in and out of the central residential and employment hubs of the Puget Sound region, then we absolutely must fulfill the promise of connecting to the Everett spine. And we cannot wait any longer.

We respectfully urge that in any project list for ST3, in the evaluation phase and in any plans leading up to an ST3 ballot measure, the connection of LINK light rail into downtown and North Everett, including alternatives that provide the LRT access to Paine Field, remain a first-priority, central component of your investment lists and your vision for our region.

Sincerely,

**Business and Community Leaders of Snohomish County**



**Economic Alliance**  
SNOHOMISH COUNTY



**EVERETT**  
COMMUNITY COLLEGE



**GRANITE™**



**LYNNWOOD**  
WASHINGTON









*Office of the President*

June 23, 2015

Kathy Leotta  
Sound Transit  
Kathy.Leotta@SoundTransit.org

**RE: Sound Transit 3 Project List**

Dear Kathy,

Please accept this letter as feedback toward the ST3 project list. As a major employer, service provider, and partner to several key eastside cities, Cascadia has an important investment in Sound Transit. As you may know, over 400 buses from three agencies land at our campus every day. In addition to Cascadia's 4,400 students, the campus serves UW Bothell's 5,500 students and over 600 employees. Combined, our interests represent over 10,000 people.

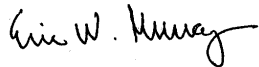
Cascadia was designed primarily as a commuter institution. With limited parking, the bus lines that serve campus are full every day. It is therefore in our best interest to help our constituents best access efficient public transportation so as not to limit the accessibility of higher education. And, since we are located at the north end of Lake Washington, I405 and SR522 are of critical importance to us.

Attached with my letter is a priority list designed by stakeholders in our region. We support these priorities. In particular:

- Increased access across 522, either via Rapid Transit or light rail, will make it easier for students to reach campus. Because parking on campus is not subsidized by the state of Washington, permit costs are extremely high. This motivates students to use public transportation.
- Increased parking sites at Park & Rides will help an already dismal situation. Increased ridership cannot happen without hubs where people can get from their homes to transit stations. As thousands of people access campus, available parking spots are at a premium along the 522 corridor.

I appreciate your consideration of Cascadia's needs and the thousands of students we serve every year. As you may expect, our population will continue to grow because of the need for access to education. Out of all the regions served by Sound Transit, I can expect that this region of the Puget Sound will become one of the most impacted over the next few decades because of our urban growth and growth of the campus. We will not be able to fully facilitate economic, social, or community growth without these projects.

Respectfully,

A handwritten signature in black ink, reading "Eric W. Murray". The signature is fluid and cursive, with the first name "Eric" and last name "Murray" clearly legible.

Eric W. Murray, Ph.D.  
President

emurray@cascadia.edu  
425-352-8810

# ST3 PROJECTS FOR NORTH LAKE WASHINGTON

## Why the North Lake Washington Corridor Needs High Capacity Transit

ST3 has the potential to reduce traffic congestion and contribute to our region's economic prosperity. Crucial to achieving these goals is taking care of transit needs along the North Lake Washington Corridor. With three major educational institutions and an important cross-lake corridor, this region often bears the brunt of regional transportation decisions. So we ask Sound Transit policy makers: **Don't forget the North Lake Washington Corridor!**

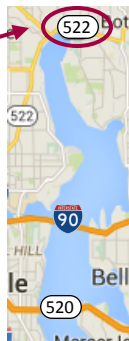
### WHY NORTH LAKE WASHINGTON?

#### 1. State Route 522

##### A Third Way Across the Lake

I-90 and SR 520 are NOT the only cross-lake corridors

SR 522 is the third—with **40 to 50 thousand** vehicles per day



#### 2. SR 520 Toll

##### Traffic Diverted to Northshore

SR 520 toll diverts traffic to Northshore

Negative effects on **congestion, economic activity, and quality of life**

#### 3. SR 522 Congestion

##### No Room for More Vehicles

SR 522 is **very congested**

More vehicle lanes are not an option

#### 4. Education Destination

##### 3 Major Universities/Colleges

Home to Bastyr University, UW Bothell, & Cascadia College—with estimated Fall 2015 enrollment and staff of **over 12,000 people**

Opportunity to **connect UW Bothell to UW Seattle**

### THE PROJECTS WE NEED

# 1

#### 145th St. Bus Rapid Transit Implementation

When the new light rail station comes to Shoreline in 2023, North Lake Washington residents need a way to get to it. NE 145th St. is currently inadequate for the job. We recommend **implementation of Bus Rapid Transit lanes along NE 145th St.**, from SR 522 to the Shoreline light rail station.

# 2

#### 522 Bus Rapid Transit (with Light Rail to Come!)

SR 522 (Bothell Way) is increasingly congested and has no space for more vehicle travel lanes. We recommend two projects to connect I-5 light rail with UW Bothell/Cascadia campuses: **(1) Bus Rapid Transit on SR 522**, and **(2) a light rail study for SR 522**—with intent to fund a light rail project in the future (**Note: this is in place of the “Northern Lake Washington Crossing” study on the survey.**)

# 3

#### Structured Parking Along 522 Corridor

Park & Rides along the SR 522 corridor are often full and cause parking to spill into surrounding neighborhoods. Transit should provide adequate parking and reduce negative effects of overflow on North Lake Washington residents and businesses. We recommend **structured parking garages along SR 522.**



Find more detailed facts  
and data on the flipside  
of this sheet!

# FACTS & DATA TO SUPPORT ST3 PROJECTS IN KENMORE

Take a look at the many reasons to bring high capacity transit projects to Kenmore and surrounding areas.

## 1 Education Destination

Kenmore is home to Bastyr University and a neighbor to UW Bothell and Cascadia College. UW Bothell is the fastest-growing public university in the state of Washington,<sup>1</sup> and there is an opportunity to connect it to the UW Seattle campus.

## 2 Transportation Hub

Kenmore's one large Park & Ride (600+ cars) and two smaller ones are typically full.<sup>2</sup> Kenmore also has an international seaplane airport (Kenmore Air Harbor) and is considering a passenger ferry terminal from Kenmore to Seattle or the Eastside.

## 3 Vision 2040 "Larger City"

In the Vision 2040 regional growth plan, Kenmore is designated a "Larger City." Larger Cities are slated to become "more important subregional job, service, cultural and housing centers over time," with "an expanding role in accommodating growth."<sup>3</sup>

## 4 Transit Oriented Development

Kenmore recently increased residential densities along SR-522 and expects to adopt a Transit Oriented Development District allowing up to 120 dwelling units/acre along SR-522. Kenmore still has an active waterfront permit that could build up to 1,200 new dwelling units with access to SR-522 transit.

## 5 Downtown along SR-522

Kenmore's downtown is centered around SR 522. With current plans, the City could accommodate nearly 5,000 more housing units and 4,000 more jobs in the future.<sup>4</sup>

## 6 High Levels of Commuting

97% of Kenmore residents work outside Kenmore, with 1/3 traveling to Downtown Seattle/University District and another large percentage commuting to the East Side.<sup>5</sup>

## 7 High Public Transit Use

There is already significant transit ridership along SR 522. Metro Route 372 carries more than 5,000 riders daily.<sup>6</sup> First-quarter boardings for ST 522 showed an 18% increase from 2014 to 2015—one of the highest growth rates of all ST Express routes. ST 522 showed the fifth highest number of boardings of all ST Express routes in the first quarter of 2015.<sup>7</sup> Moreover, Kenmore has spent years improving SR 522 to facilitate transit service through the community and provide connecting pedestrian facilities.

## 8 SR 520 Toll-Diverted Traffic

Kenmore traffic volumes on SR 522 have increased approximately 9% as a result of tolling on SR 520. (In fact, SR 522 in Kenmore has shown a higher volume of vehicle traffic than the Aurora Highway SR-99 in the north end of King County.) Even higher post-tolling traffic increases have been seen on local arterials feeding onto SR 522. City Council has asked the State for mitigation and has yet to receive any funds.

### References

1. <http://www.bothell.washington.edu/about>
2. Internal memo from City of Kenmore staff, 1/27/15, based on data from King County Metro
3. Vision 2040: The Growth Management, Environmental, Economic, and Transportation Strategy for the Central Puget Sound Region, Puget Sound Regional Council, December 2009
4. The King County Buildable Lands Report 2014, approved by the King County Growth Management Planning Council, July 23, 2014
5. City of Kenmore Regional Business Zone Market Analysis, Berk, September 2013
6. <http://metro.kingcounty.gov/planning/pdf/2011-21/2014/service-guidelines-full-report.pdf>
7. [http://www.soundtransit.org/Documents/pdf/rider\\_news/ridership/Q1\\_202015\\_Service\\_Delivery.pdf](http://www.soundtransit.org/Documents/pdf/rider_news/ridership/Q1_202015_Service_Delivery.pdf)





CALIFORNIA  
1600 EAST FRANKLIN AVENUE  
EL SEGUNDO, CA 90245  
PHONE 310.563.6900  
FAX 310.563.6905

OREGON  
7455 SW BRIDGEPORT ROAD  
SUITE 205  
TIGARD, OR 97224  
PHONE 503.968.8940  
FAX 503.968.8047

WWW.CENTERCAL.COM

July 7, 2015

Sound Transit Board  
c/o Board Administrator  
401 Jackson Street  
Seattle, WA 98104

Dear Board Members:

I am writing today to support the City of Kirkland's positions regarding the Sound Transit 3 priority project list as outlined in Mayor Amy Walen's letter to the Board dated June 9, 2015. As owners and developers of the Village at Totem Lake, a joint venture between CenterCal and PCCP, LLC, we plan to invest an estimated \$200 million to redevelop the 40-year old mall into a mixed-use center, increasing the mall space from 290,000sf to 650,000sf, providing housing, retail and entertainment uses, while bringing a sense of place and village feel to the area.

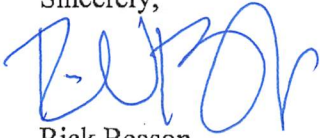
Connectivity is a key ingredient to the success of the Totem Lake Urban Center and to our project. Connecting the Village at Totem Lake to the region and to other parts of Kirkland is critical to achieving CenterCal's vision. We support the Mayor's interest in the provision of a seamless and integrated transit network that knits together and improves upon our current regional transportation system. I-405 is a key portal to our development, and we support the Mayor's interest in Bus Rapid Transit (BRT) that connects Kirkland to other Eastside cities as well as to major east-west connections.

We are especially interested in supporting the Mayor's comments regarding transportation improvements to the Totem Lake Urban Center. We agree the Transit Oriented Development (TOD) is essential to the growth of this urban center and to the success of our redevelopment project.

We also support the City's interest to increased access with High Capacity Transit, (HCT) beyond that which is already in place to provide service to the mall and Evergreen Health. Most importantly, we support transit that includes service that would route through Totem Lake. Suburban development patterns require new ideas for connections. People movers whether on cable or guideway, some form of transit on the Cross Kirkland Corridor which threads through Totem Lake and borders our development, are all opportunities to connect people to goods, services, jobs and offer recreational benefits.

For all of these reasons we ask that you strongly support the priorities that are outlined in the Mayor's letter.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Rick Beason', with a stylized, cursive script.

Rick Beason  
Vice-President, Development



To: Sound Transit  
 From: Transportation Choices Coalition, Cascade Bicycle Club, Washington Bikes, Futurewise, OneAmerica, Feet First, Puget Sound Sage, Seattle Neighborhood Greenways  
 Re: Sound Transit 3 and Draft Priority Projects  
 Date: July 8, 2015

To whom it may concern:

Thank you for the opportunity to provide comments on the Sound Transit 3 (ST3) system plan and the list of draft priority projects compiled by the Board. The development of ST3 is a pivotal process that will determine the future of our high capacity transit system and how it connects people for the next 50 years. We are a coalition of environmental, mobility, immigration rights and social justice organizations invested in the expansion of future high capacity transit system in the Puget Sound. It is representing these varied - but inexorably intertwined - perspectives that we offer the following comments:

### Importance of Sound Transit 3 expansion

Expansion of high capacity transit is a vital component of the Central Puget Sound Region's future transportation infrastructure, providing a safe, fast, reliable, economically and environmentally sustainable way for our growing population to reach homes, jobs, services, and other destinations. Expansion of high capacity transit can also maximize existing, and catalyze new, vibrant and affordable communities, thereby creating great places for all people to live and work. With nearly \$15 billion in new revenue authority granted by the State, now is the time for Sound Transit to develop an ambitious vision for expanded rapid transit that creates communities of opportunity all around the Puget Sound.

### General Comments

- **We strongly support a well-connected network that ties communities in the Puget Sound.** Residents of the Central Puget Sound Region travel between cities and counties for jobs, school, services, and amenities. We support land use development that promotes shorter trips that people of all ages and abilities can make by bike or on foot; connecting urban hubs in the region with high-capacity transit (HCT) provides a reliable and environmentally sustainable way to make these longer trips. A well-connected HCT network will help provide a safe, reliable, convenient and affordable alternative to sitting in traffic on our region's busiest highway corridors.

- **Sound Transit should prioritize corridors, projects, and alignments that maximize potential for equitable transit-oriented development (TOD).** Promoting a mix of jobs, services, and affordable housing around transit stations and hubs decreases reliance on travel by car, improving accessibility by foot, bike, and transit, and reducing greenhouse gases (GHG). Maximizing potential for equitable TOD typically means prioritizing areas with density, land use mix, site layout, pedestrian-friendly design, and policies supportive of mixed development, building in multimodal access to each station, connecting areas with an existing mix of development, partnering with communities to create affordable housing, and actively working to prevent residential and commercial displacement, especially in lower-income communities and communities of color. ST3 is a great opportunity to implement new housing and land use policies adopted as part of the updated Long-Range Plan.
- **Sound Transit should use racial and social equity as a key metric when evaluating corridors, projects, and alignments for the system plan.** Access to transit is a crucial determinant in economic opportunity, health outcomes, and affordable housing choices. Sound Transit should make an extra effort to bring efficient, high-frequency, and accessible service to low-income and communities, both of which are often disproportionately transit-dependent and disproportionately underserved by transit investments. This means providing light rail service in these communities and ensuring smooth system integration with local bus service, which includes timed transfers and fare integration. Improving access to and from low-income communities and communities of color can increase opportunities for employment and affordable housing, and can improve health, economic, and social outcomes for these populations.
- **Sound Transit should engage low-income communities and communities of color in the planning process.** Sound Transit must work to provide diverse communities with equal opportunities to participate in the planning process. Key to this process will be to create and sustain meaningful relationships with community leaders and social services organizations. Providing engagement will help Sound Transit staff understand language and cultural differences that will help shape the way that the agency interacts with communities and conducts planning outreach, allowing for better outcomes in ST3 and future projects.
- **Sound Transit should expand the low-income fare program, ORCA LIFT.** One additional way to incorporate equity into Sound Transit's policies would be to expand ORCA LIFT to all Sound Transit services, ensuring access to jobs, healthcare, and commercial centers for residents of all incomes. However, expanding ORCA LIFT will only be successful with the right implementation practices; Sound Transit should direct resources to community-based, service-providing agencies in support of their efforts to conduct culturally appropriate, in-language outreach and to sign up eligible participants. This should be a priority program for inclusion in ST3.



- **Sound Transit should expand and improve access for limited English proficiency (LEP) users and users with disabilities.** Sound Transit should set aside funding in ST3 to improve accessibility for LEP users and those with disabilities both at transit stations, in outreach and educational materials, and in customer service.
- **Sound Transit should simplify future public surveys.** Most respondents may not know many of the technical terms included and may not understand the tradeoffs between different alignments and modes. We recommend collecting feedback on corridors and connections generally, with an optional section that solicits comments on a specific alignment and mode. Additionally, with a fixed budget for a system plan, we believe a Likert scale may not be the best mechanism for identifying public support for any given project. If Sound Transit can provide rough cost estimates in the survey, and allow users to rank projects knowing there are limited resources, this will more truly mimic the decision-making process that will lead to the next system plan.

### Specific Projects & Programs

- **Region wide / Multi-Corridor**
  - **We support establishing Bus Rapid Transit (BRT) along I-405 between Lynnwood to SeaTac.** Sound Transit has been working toward BRT along I-405 for nearly two decades. BRT was also recommended as part of WSDOT's I-405 Corridor Master Plan as the preferred HCT system due to its flexibility to meet the varying needs of travel markets along the 30-mile corridor. Sound Transit should work with WSDOT to ensure free flowing, prioritized transit throughput in the new I-405 HOT lane system.
  - **We support inclusion of the TOD program in ST3.** For the reasons stated above, we support funding additional TOD analysis and support.
  - **We support inclusion of the System Access program in ST3.** We support funding planning and implementation of investments to improve access to the regional transit system. Sound Transit should focus especially on improving the safety and access for people walking, biking, and bussing to HCT stations. Funding additional parking and Park & Rides, such as the proposal for the Edmonds Station, is not only expensive, it encourages sprawled development and promotes reliance on automobiles. Investments in increased parking opportunities are incompatible with the land uses and access patterns critical for ST3 success. Park & Ride funds could be better spent on providing better local bus connections to light rail and transit hubs, bicycle parking, wayfinding, pedestrian-scaled lighting, bike/pedestrian bridges and trails, bikeways, and sidewalks. Specifically, we propose the following changes to the existing System Access policy:
    - Require bicycle-pedestrian access plans for every new ST3 station, consisting of an inventory of existing facilities, project needs, and analysis of anticipated increase in access for each improvement.

- Amend to include the following additional considerations for system access investments: potential to foster transit- and pedestrian-oriented development, potential for street safety improvements, and environmental impacts/benefits.
  - Revise parking policies to charge for parking at all new Park & Ride facilities, setting prices based on demand for parking in that area.
- **Central Corridor**
  - **We strongly support funding the S. Graham Street infill station.** The S. Graham Street station area is a busy commercial junction with high ridership potential, and would serve a nearby middle school and important cultural anchors including the Filipino Community of Seattle and the Co Lam Pagoda temple. There is strong support for this infill station from community organizations, neighbors and businesses. Sound Transit can also leverage funds allocated for the S. Graham Street station by the City of Seattle's Transportation Levy to Move Seattle.
  - **We strongly support providing funding for the bicycle and pedestrian bridge at Northgate.** This crucial non-motorized access improvement will connect students of North Seattle College to the Northgate light rail station, will increase ridership at the station, and will connect communities, neighborhoods, and businesses on both sides of the freeway. While both the City of Seattle and Washington State are committed to providing funding for the bridge, Sound Transit should provide financial support to complete this important non-motorized access infrastructure at this key light rail station.
  - **We strongly support connecting Ballard and West Seattle to downtown Seattle with HCT.** Ballard and West Seattle are highly populated areas of Seattle that generate substantial traffic to and from downtown. Geographic constraints mean that limited routes connect these areas, and current traffic conditions generate substantial traffic between both Ballard and downtown and West Seattle and downtown. In order to connect *both* neighborhoods as part of ST3 (acknowledging the technical and financial challenges of connecting these neighborhoods by light rail using a tunnel or bridge), we support alternative alignments and modes that have exclusive right-of-way, with no general purpose or traffic signal interaction. Any new or improved transit bridge for either project must include a separated bicycle and pedestrian path.
- **North, South, and East Corridors**
  - **Sound Transit should use HCT with exclusive right-of-way to connect dense urban hubs and existing transit centers in the North, Sound, and East corridors.** Sound Transit can best provide reliable transit service that connects the most users with the most destinations if it focuses on reaching and connecting both existing dense urban areas and future nodes with strong TOD potential across the region. These routes should serve transit centers, as well as schools, hospitals, and large employment centers with

high ridership potential where possible. For example, Sound Transit should extend Tacoma Link to Tacoma Community College in the South corridor, and should make extra efforts to connect downtown Redmond, Bellevue, Kirkland, and Issaquah on the Eastside with streetcars or BRT. A streetcar could also be used along NE 85th Street to connect Redmond's light rail stations, the I-405 BRT, and downtown Kirkland. While completely grade-separated light rail is often ideal, some alignments that are not along the spine could still be well-served by at-grade modes that have exclusive right-of-way.

- **Reduce Sounder North service.** Ridership on Sounder North is far below initial estimates, resulting in cost-ineffective service. We suggest reducing service or removing the line, and putting savings into express bus routes from Mukilteo and Edmonds and East-West bus connections to light rail.
- **Increase service on Sounder South.** This line is highly successful and could benefit from more commute trips, and additional mid-day and express trains.

Thank you again for the opportunity to provide comments on ST3 and the list of draft priority projects.

Sincerely,



**Rob Johnson, Executive Director**  
Transportation Choices



**Lisa Quinn, Executive Director**  
Feet First



**Bryce Yadon, State Policy Director**  
Futurewise



**Jeff Aken, Advocacy Director**  
Cascade Bicycle Club



**Rich Stolz, Executive Director**  
OneAmerica



**Barb Chamberlain, Executive Director**  
Washington Bikes



**Rebecca Saldaña, Executive Director**  
Puget Sound Sage



**Cathy Tuttle, Executive Director**  
Seattle Neighborhood Greenways

Sound Transit Board  
c/o Board Administrator  
Sound Transit  
401 S Jackson St.  
Seattle, WA 98104

May 29, 2015

Dear Members of the Sound Transit Board,

We are a coalition of affordable housing, environmental, transit, and social justice organizations working with Sound Transit to develop, adopt, and implement practices and policies that increase affordable housing and transit oriented development (TOD) near high-capacity transit. As Sound Transit builds out the regional high capacity transit network, we believe this network must meet long-term regional land use and affordability goals. Population and income inequality are both rapidly growing in the Puget Sound Region, pushing us into a deepening affordability crisis. We support a high capacity transit system that connects people to jobs, schools and other places as well as fosters the creation of compact, walkable, safe and affordable communities in our region.

In 2012, we encouraged Sound Transit to adopt a TOD policy and outline a series of strategies to achieve their adopted TOD goals. Since then, they have aligned their TOD policy with the regionally agreed upon equity goals and have signed the Equity Compact developed by the Regional Equity Network. Building on these successes, we are currently focused on advancing these outlined goals and principles by integrating them throughout the planning, development, and implementation processes of Sound Transit's Phase 3 system proposal.

As the Legislature considers options to give Sound Transit more direction and flexibility, we are supportive of efforts that help facilitate more affordable housing and TOD around stations. We believe that the use of Sound Transit's surplus land near stations for affordable housing is an important tool to address our growing housing affordability challenge. Repurposing surplus property for affordable housing needs will guarantee transit access to residents with lower incomes, thereby boosting ridership, reducing emissions, and fostering thriving, compact communities. By creating new opportunities for low-income residents to access the high capacity transit system easily, we reduce inelastic housing and transportation costs which have long burdened low-income families in the region.

Expanding opportunities for equitable TOD and affordable housing policies will create new options for riders to access the transit system whether it is by foot, bike, or bus. It will give Sound Transit opportunities to refocus investments in creative and cost-effective ways that help achieve multiple goals including access, ridership, social equity, and TOD.

We look forward to working together with the Legislature and Sound Transit staff and Board to implement the right mix of policies that meets the needs of local communities throughout the Puget Sound region. We want to ensure that Sound Transit has the right set of tools and flexibility to achieve the full potential of its TOD policies and the regional housing and transit goals.

Sound Transit provides an important investment that is critical to meeting our growing region's mobility and equity goals. We are confident that together we can address the transit and housing needs of the region in a collaborative, inclusive, and comprehensive way.

Sincerely,

Rich Stolz  
Executive Director, OneAmerica



Bryce Yadon  
State Policy Director, Futurewise



Andrew Austin  
Policy Director, Transportation Choices  
Coalition



Kelly Rider  
Policy Director, Housing Development  
Consortium



Lauren Craig  
Policy Counsel, Puget Sound Sage



RECEIVED  
JUL 14 2015

BY: Brand Admin

Statements from owners of stores in downtown Kirkland:

Per our conversation, I do support the connector at 85th and 405. Kirkland needs to plan for the future, we need to be accessible to people without putting more cars on the roads.

**Beverly Maes**  
**Seduce Boutique**

Thanks for explaining and bringing to my attention the Sound Transit Connector. We certainly can use more access to downtown Kirkland. The east-side is growing, and the surface streets have very little capacity to expand. Let's have a connector at 85th, to allow mass transit access to Kirkland downtown!

**Jerry Morris**  
**Asher Goods**

Kirkland downtown really needs to have a way for people to visit via transit. Our parking is overloaded, we must find an alternate way to bring people to town. This is vital for the future Kirkland. A transit connector at 405 & 85 will fill a significant need. Please plan for future transit to Kirkland!

**Heather Sullivan**  
**Hepburn and Haley's Cottage Boutiques**

Future transportation plans must include a connector from I-405 to downtown Kirkland. The waterfront needs to have viable access to mass transit along the 405 corridor. Yes, I think an I-405 connector at 85<sup>th</sup> street is vital to promote transit utilization in Kirkland.

**Doug Davis**  
**Hallmark Realty**

Downtown has a severe lack of parking, and future density will cause even more pressure on local parking. We need to facilitate mass transit utilization in Downtown Kirkland. A Connector from I-405 is a vital need for Kirkland's residents and businesses in the future

**Yakov Gorshkov**  
**Seattle Thread Company**

Downtown businesses need visitors in order to survive. Currently most visitors arrive by car. In order to change this, we need a public transit system to bring people along 405 and into the waterfront area. Please consider a transit connector at 85th and 405, it makes sense!

**Vince Issacson**  
**Lake Street Diamond**

Crush Footwear supports the idea of a transit connector at 405 and 85th. As the east-side grows, transit will be more vital to those who want to access the waterfront. Downtown businesses count on visitors as a significant portion of our revenue, and we need to find alternate ways for visitors to travel to Kirkland. We must plan for transit visitors to access downtown!

**Neal and Rhonda Hughes**  
**Crush Shoes**

We are happy to hear that the City of Kirkland is working towards transit solutions to our growing density. I support the idea of a connector at 85th & I405, and a public transport plan to bring people into downtown Kirkland from that junction. We've all done so much to encourage growth, including the upgrades to Park Lane--it would be a huge mistake to be excluded from the future artery that will provide non-auto access to our community. With all the residential units, commercial activity and public events, parking is already stretched to the max, so we need to be thinking of ways to facilitate traffic without the frustration of parking issues.

**Pat Howard**  
**Howard Manville Gallery**

Thank you for helping me understand the issues surrounding I-405 and the Sound Transit plans. Kirkland's streets are already crowded. In order to encourage people to leave their cars at home, we must provide another option for them to reach Kirkland downtown. If 405 is going to be the backbone of transport on the east-side for Sound transit, downtown Kirkland must have a direct link to that backbone at 85th and 405! As a business manager, I think it's imperative Kirkland does not get passed by!!! Thanks for raising awareness!

**Lana Magnan**  
**Maison DeLille**

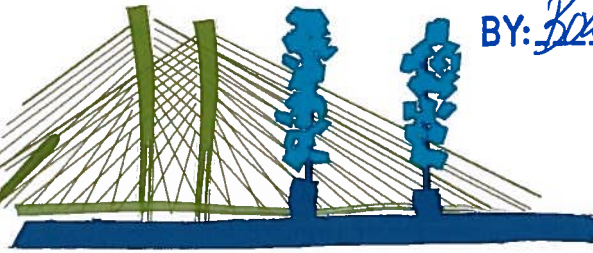
Thank you for outlining some of Kirkland's and Sound transits plans for east-side traffic. 405 is already the major carrier of traffic through the East-side. We need to plan for a way to allow the employees and visitors to move from downtown Kirkland to the 405 traffic stream. A connector at 85th street would be perfect!

**Kara E. Brodman**  
**Essentials Boutique LLC**

Thank you for outlining some of Kirkland's and Sound transits plans for east-side traffic. 405 is already the major carrier of traffic through the East-side. We need to plan for a way to allow the employees and visitors to move from downtown Kirkland to the 405 traffic stream. A connector at 85th street would be perfect!

**Shelley Cribby**  
**Broker Care/Concierge**

# DOWNTOWN: On the go!



950 Pacific Ave, Suite 300 | Tacoma, WA 98402  
253-682-1739 | [info@downtownonthe.go.org](mailto:info@downtownonthe.go.org)

July 6, 2015

Sound Transit Board  
c/o Board Administrator  
Sound Transit  
401 S Jackson St.  
Seattle, WA 98104

Dear Sound Transit Board,

Thank you for the opportunity to comment on the Sound Transit 3 (ST3) priorities and draft project list. This package of projects is an incredibly important piece for the future of transportation in Tacoma and the Puget Sound region.

Downtown On the Go is a partnership between the Tacoma-Pierce County Chamber, City of Tacoma, and Pierce Transit, and our Board of Directors represent seventeen downtown businesses, organizations and agencies. On behalf of our Board and the approximately 30,000 employees and more than 5,000 students who commute to downtown Tacoma on a daily basis, I would like to express our support for ST3.

We believe that ST3 represents a positive step for both the region's and downtown Tacoma's transportation system and an important tool in helping us meet our goals, which include increasing the non-drive alone commute rate in downtown Tacoma to 35%. Our highest priorities for inclusion in the final ST3 project list are those that will add additional transit service and capacity in Pierce and South King County, including extension of the light rail spine south to Tacoma, as we know that these transit options and connections are crucial to increasing the number of people using non-drive alone travel modes.

With projected population growth expected region-wide, and in Tacoma and Pierce County, we believe that ST3 will expand the capacity of our currently stressed and congested roadways. Realizing this package of projects is vital to build out our transit system and provide efficient, reliable connecting services to commuting employees and students, residents, and visitors in our region.

Thank you again for the opportunity to comment. We look forward to continuing to work with you on this important project for our region.

Sincerely,

Kristina Walker  
Executive Director, Downtown On the Go

*Downtown On the Go is a partnership between the Tacoma-Pierce County Chamber, City of Tacoma and Pierce Transit.*





2000 Tower Street • Everett, WA • 98201-1390 • 425.388.9100

July 7, 2015

Sound Transit Board  
c/o Board Administrator  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104

Office of the President  
p 425.388.9572 – f 425.388.9531

RECEIVED  
JUL 14 2015  
BY: *Brand Admin*

Dear Sound Transit Board members,

Everett Community College is in full support of extending light rail service to North Everett. Sound Transit 3 Projects N-02c, N-02b and N-01 will make a significant positive difference in the lives of the students and staff at the college as well as the growing number of businesses choosing to locate in this part of Snohomish County. The link from Everett Station to the college district is essential and must remain a priority moving forward.

Sound Transit's Long-Range Plan includes these priority projects which would bring this service to thousands here in North Everett. Our campus serves over 7,000 individuals who come here daily. Our goal is to increase the number of transit users. We have partnered with Everett Transit to locate a transit station on campus in order to make riding the bus easy and accessible. The College offers reduced-fare transit passes to students and staff in order to provide an incentive to use transit more often. We are confident that a light rail line would serve these and others who need reliable transit to attend school, work, or do business in the North Everett neighborhood.

Sound Transit understands the importance of connecting educational institutions to the service network, as evidenced by the University of Washington project. North Everett is home not only to Everett Community College, but also to seven universities who operate programs on our campus through the Everett University Center. The Center is managed by Washington State University. WSU received funding for a new building on our campus along North Broadway to house the Center, and WSU projects significant growth for this operation. This will attract more students, and there is a strong likelihood that increased business development will occur as well in Everett's College District. Starbucks has already located a store in the area; Subway and 7-11 have recently moved into new space on North Broadway; and we anticipate other franchises and local businesses to follow suit.

Together, the combination of education and business operations in the area make light rail service to North Everett's College District a smart investment.

The link from Everett Station to North Everett is a critical piece that needs to be funded and built.

Sincerely,

*David N. Beyer*  
David N. Beyer, President

cc: Bob Bolerjack, Chair, EvCC Board of Trustees



Sound Transit Board Letter

July 7, 2015

Sound Transit Board  
c/o Board Administrator  
Sound Transit  
401 Jackson Street  
Seattle, WA 98104  
[EmailTheBoard@soundtransit.org](mailto:EmailTheBoard@soundtransit.org)

Dear Board Members:

I am writing to you today to support the City of Kirkland's positions regarding the Sound Transit 3 priority project list as outlined in Mayor Amy Walen's letter to you of June 9. Like Mayor Walen, we, too, believe a well-planned transit system is fundamental to Kirkland's land use, economic development, sustainability, and livability goals.

We say that as stewards of one of Kirkland's leading employers as well as the public hospital district serving the Eastside. As employers, we know that public transit is important to the well-being of a substantial portion of our employees who live throughout the Eastside. In fact, more than 500 of our employees – about 13% of our workforce – use the EvergreenHealth ORCA card to get to and from work every day. They are joined by countless patients, families, and visitors who also use the public transit system to get to our facilities that now stretch from Kirkland to Monroe, to Canyon Park, to Duvall, Kenmore, Redmond, Sammamish, and Woodinville.

As stewards, too, of this community's public hospital, we also believe a robust mass transit system as described in Mayor Walen's letter is critical to the public health of our community as well as to its quality of life. A well-functioning mass transit system is a cleaner, safer alternative to single motor vehicle transportation. It is also the alternative that more of our community will come to depend on as our citizens become older, and those older than 65 are now the fastest growing age cohort in the areas served by EvergreenHealth.

For these reasons, we ask that you give full and careful consideration to the priority projects Mayor Walen described in her letter.

Sincerely,

A handwritten signature in black ink, appearing to read "Kay Taylor", with a stylized, flowing script.

Kay Taylor  
Vice President of Marketing, Communications and Public Relations

[evergreenhealth.com](http://evergreenhealth.com)

12040 NE 128th Street  
Kirkland, WA 98034-3098

Phone  
425 . 899 . 1000

Fax:  
425 . 899 . 1999



June 17, 2015

*Connecting businesses and community*

Chairman Dow Constantine and Sound Transit Board  
Sound Transit  
401 South Jackson Street  
Seattle, WA 98104

Dear Chairman Constantine and Sound Transit Board:

The Greater Bothell Chamber of Commerce appreciates the opportunity to provide input for future Sound Transit 3 (ST3) projects that will improve mobility and promote the economic prosperity of the central Puget Sound region. Economic growth, toll diversion, and other regional decisions have greatly impacted transportation here at the north end of Lake Washington. We are in favor of ST3 projects that will alleviate congestion and bring speed and reliability to Bothell and Kenmore, and seek geographic parity by ensuring projects for this area are included in future planning and service delivery.

We support High Capacity Transit in general and specifically for the State Route 522 Bothell Way and SR 523 NE 145<sup>th</sup> Street corridors. Some ideas that are worth including:

- **Bus Rapid Transit (BRT) Lanes and Facilities on NE 145th Street (SR 523)** as a major spoke to convey Northshore commuters to and from the future Light Rail Station at NE 145th Street in Shoreline at Interstate 5.
- **Bus Rapid Transit (BRT) and Ultimately Light Rail on SR 522.** Two ST3 projects will connect the I-5 Light Rail System with UW Bothell/Cascadia College and the I-405 corridor via the SR 522 corridor: 1) Construction and implementation of BRT facilities on SR 522 Bothell Way; and 2) A Light Rail Study for SR 522 Bothell Way, with the intention of funding Light Rail along the SR 522 Bothell Way corridor in a future funding package.
- **Structured Parking Along the Bothell Way Corridor.** The Bothell Way corridor in Kenmore and Bothell is a major transportation hub and draws many commuters from around the area. These commuters are growing in number and finding it increasingly difficult to park in order to use transit services. Sound Transit needs to meet these demands through structured parking on the SR 522 Bothell Way corridor.

Thank you for considering our comments, and we look forward to participating in the ST3 process.

Sincerely,

Shawna Pitts, Board Chair  
Greater Bothell Chamber of Commerce



**THE GREATER  
ISSAQUAH  
CHAMBER OF COMMERCE**  
*Where Business & Community Meet*

**Greater Issaquah  
Chamber of Commerce**

Visitor Information Center  
& Salmon Days

**Mission Statement**

*To cultivate a strong,  
competitive and innovative  
local economy for the benefit  
of the greater Issaquah  
community.*

**Executive Director**

Kathy McCorry

**Board of Directors**

**Chairman of the Board**

Alan Finkelstein

**Past Chairman & Treasurer**

Richard Gabel

**Board Secretary**

Erin McCallum

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William Shaw

Svetla Tzekov

**Chairman's Circle**

Costco Wholesale

Evergreen Ford

Overlake Medical Clinics

Recology CleanScapes

Swedish Hospital

Umpqua Bank

July 15, 2015

Chair Dow Constantine and Sound Transit Board

Sound Transit

401 South Jackson Street

Seattle, WA 98104

Dear Chairman Constantine and the Sound Transit Board:

Thank you for the opportunity to comment on Sound Transit's draft Priority Projects List for a potential ST3 ballot measure. This is an exciting time for our region, as Sound Transit continues to shape the future of our transit system. We are very appreciative of your planning efforts. Now is the time to plan for future growth on the Eastside.

Issaquah recently adopted its Central Issaquah Plan, which will guide the long-term evolution of our 1,100-acre commercial core (along Interstate 90) from a collection of strip malls, parking lots and office buildings into a more sustainable urban area that will meet our community's needs for environmental protection, jobs, housing and rapid transit.

On June 25, 2015, the Puget Sound Regional Council's Executive Board approved Issaquah's application for a regional growth center designation in its central area. Issaquah is planning for up to 7,000 new housing units and 19,000 new jobs within the center by the year 2031. The vision for centralized growth is quickly becoming reality. Costco Wholesale – the nation's second largest retailer - recently signed an agreement that will add up to 1.5 million square feet to its international headquarters in Central Issaquah.

Besides the Central Issaquah Plan, dense, transit-oriented development is also planned for other parts of the City, including an extension of Swedish Hospital in the Issaquah Highlands urban village.

As Issaquah plans for this new future, we must also consider how transit will keep us moving and connected to the larger region. The Greater Issaquah Chamber of Commerce supports the City of Issaquah in their advocacy of the projects included in the ST3 package that benefit our community.

Thank you for your hard work in developing a ST3 package. We look forward to working with you and the City of Issaquah on this planning effort.

Sincerely,

*Kathy McCorry*

Kathy McCorry

Executive Director





June 25, 2015

*Business  
Community  
Lifestyle*

RECEIVED  
JUL 14 2015  
BY: Board Admin

328 Parkplace Center  
Kirkland, WA 98033  
[www.kirklandchamber.org](http://www.kirklandchamber.org)

Phone 425-822-7066  
Fax 425-827-4878  
[info@kirklandchamber.org](mailto:info@kirklandchamber.org)

Sound Transit Board Chair  
King County Executive Dow Constantine  
c/o Board Administrator  
Sound Transit  
401 S Jackson St.  
Seattle, WA 98104

Dear Executive Constantine,

On behalf of the business owners and residents of Kirkland, I want to reinforce the City of Kirkland's positions with a particular focus on the need for a transit stop at NE 85<sup>th</sup> and I- 405 in Kirkland.

For people living and working in downtown Kirkland and the area surrounding it, there is limited access to regional transit. And Kirkland is expanding; so the need is growing for transit that is accessible, reliable and satisfies employee and resident requirements. Downtown currently includes 4634 employees and 2490 residential units. It is anticipated that 6,146 employees and 1,197 units will be added in the next 20 years. Currently there are several new apartment units under construction along Central Avenue and the redeveloped Parkplace, due to break ground this winter with a Phase one completed in 2017, will add substantial numbers of employees and residents.

Nearby, along the 6<sup>th</sup> Street corridor, another area the City has identified for improved transit connections is where the Google campus is, which is doubling its footprint. With this growth, traffic coming into downtown from the south is backed up to Hwy 520 due to our arterial two lane roads. When the cars don't move, neither do the bus lines coming into downtown.

As the Executive Director of the Greater Kirkland Chamber of Commerce, I work to keep downtown Kirkland vibrant. As we work together toward solutions to our limited parking downtown, I see our merchants, restaurant owners, and service providers struggling to keep their doors open. Their success is directly linked to the convenience for their customers to come and go from downtown. The old-fashioned mode of moving people into downtown via car is not the future of Kirkland -- a city that is known for its innovation and startup companies.

We envision a rapid ride Sound Transit stop at NE 85<sup>th</sup> and I-405. When the rider gets off at this stop, they will someday descend from the overpass and step into a tram, similar to what is used in Portland, Oregon, and travel over the traffic into downtown Kirkland. Other options are people movers similar to Seattle's monorail running back and forth from I-405 to downtown (albeit a 21 Century version).

Kirkland's beauty is also its biggest obstacle. Lake Washington is a barrier on the west, small streets along the waterfront and State St., present barriers to travel from the south, and the slow crawl into downtown from Juanita causes congestion at peak times to the north. Approach from the east is the easiest access point.

The day may come when boats will serve downtown Kirkland coming from the UW light rail station, but not before our merchants have given up and moved elsewhere. Light rail will serve Redmond long before a spur line comes into downtown Kirkland. Bus Rapid Ride is available now, and building a station stop at 85<sup>th</sup> will have immediate benefits to downtown Kirkland in the near future.

I respectfully request on the part of the businesses of Kirkland that you please make the bus stop at 85<sup>th</sup> and I-405 a priority in Sound Transit's plans.

Sincerely,



Bruce Wynn

Executive Director

Greater Kirkland Chamber of Commerce



GroupHealth®

July 2, 2015

Sound Transit Board  
c/o Board Administration  
Sound Transit  
401 South Jackson Street  
Seattle WA 98104

Dear Board members,

I write today to request that high priority be given to the Light Rail and Sounder Rail Multimodal Station at Boeing Access Road. Both projects are currently in the proposed ST3 Priority Projects List.

Group Health employs over 2,000 people at our administrative campus in Tukwila. Even after the completion of our new administrative facility in Renton next year, Group Health currently anticipates maintaining approximately 1,000 employees at the existing Tukwila campus. These employees and the surrounding community will benefit from the heavy rail to light rail crossover opportunity the Boeing Access Road Multimodal Station. Additionally our employees in Renton and Tukwila will benefit from an enhanced ability to commute from one administrative site to the other. These employees depend upon an array of transportation alternatives for their commutes.

As you know, Tukwila has more direct access to public transportation than any other suburban city in King County. This is no mistake: Tukwila is a growing employment center with more than 15,000 people working in the area. Proximity to SeaTac airport and major interstates and roads make the city a unique nexus of transportation options that should include multimodal access. The Boeing Access Road is the only place in Sound Transit's system where light rail and commuter rail can converge, making it an even more attractive candidate for inclusion in any package put to the voters.

This multimodal station was originally approved in 2001, but it has been deferred for the past 14 years. The project has wide support among businesses, government, and residents in the area, and I urge you to maintain it on the ST3 Priority Projects list.

Regards,

William Biggs  
Vice President  
Group Health



July 6, 2015

Sound Transit Board Chair  
King County Executive Dow Constantine  
c/o Board Administrator  
Sound Transit  
401 S Jackson St.  
Seattle, WA 98104

Dear Executive Constantine,

As an Executive Board Member of the Kirkland Downtown Association, and the General Manager of Kirkland's only downtown luxury hotel, I am writing in support to reinforce the City of Kirkland's positions on the need for a transit stop at NE 85<sup>th</sup> and I- 405 in Kirkland.

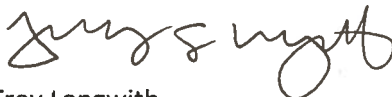
For people living and working in downtown Kirkland and the area surrounding it, there is limited access to regional transit. And Kirkland is expanding; so the need is growing for transit that is accessible, reliable and satisfies employee and resident requirements. Downtown currently includes 4634 employees and 2490 residential units. It is anticipated that 6,146 employees and 1,197 units will be added in the next 20 years. Currently there are several new apartment units under construction along Central Avenue and the redeveloped Parkplace, due to break ground this winter with a Phase one completed in 2017, will add substantial numbers of employees and residents.

We envision a rapid ride Sound Transit stop at NE 85<sup>th</sup> and I-405. When a tourist or employee gets off at this stop, they will someday descend from the overpass and step into a tram, similar to what is used in Portland, Oregon, and travel over the traffic into downtown Kirkland.

Kirkland's beauty is also its biggest obstacle. Lake Washington is a barrier on the west, small streets along the waterfront and State St., present barriers to travel from the south, and the slow crawl into downtown from Juanita causes congestion at peak times to the north. Approach from the east is the easiest access point.

I respectfully request on the part of the businesses of Kirkland that you please make the bus stop at 85<sup>th</sup> and I-405 a priority in Sound Transit's plans.

Sincerely,



Troy Longwith  
General Manager  
The Heathman Hotel Kirkland

July 15, 2015

Dow Constantine, Chair  
Members of the Sound Transit Board  
c/o Board Administrator  
Sound Transit  
401 S Jackson St.  
Seattle, WA 98104

RE: More transit on SR 522

Dear Chair Constantine and Members of the Sound Transit Board,

I recently learned that the Sound Transit Board is considering which projects to include in a future ST3 package. Thank you for expanding light rail in the region. We need more transit options, especially here along the north end of Lake Washington.

I am the CEO of Hopelink, an Agency whose core services include housing for homeless, food and heating for the less privileged and transportation for those needing access to healthcare, groceries, banking and other vital community services. As stated, transportation is an essential service for residents living in our communities, allowing them the ability to access basic services to live productively. I applaud your action with these expansion efforts, but congestion is still a concern as the population continues to rise.

I urge you to include more transit in the SR 522 Corridor in your ST3 planning. We need bus rapid transit along 145<sup>th</sup> from the proposed new light rail station, and we need both bus rapid transit and light rail along SR 522 itself. SR 522 is a critical cross lake route for thousands of commuters daily, including our seniors. We need more transit on SR 522 now.

Thank you for the opportunity to provide input now and in the coming months as the list is finalized.

Sincerely,



Lauren Thomas, CEO  
Hopelink

CC: Rob Karlinsey, City Manager, City of Kenmore

10675 Willows Road NE  
Suite 275  
Redmond, WA 98052

425.869.6000  
[www.hope-link.org](http://www.hope-link.org)

A community action agency.

**Hopelink programs**

Emergency Services

Bellevue

Redmond

Kirkland/Northshore

Sno-Valley

Shoreline

Family Development

Housing

Transportation

Adult Education



RECEIVED  
JUL 14 2015  
BY: Board Admin

June 25, 2015

Sound Transit Board Chair  
King County Executive Dow Constantine  
c/o Board Administrator  
Sound Transit  
401 S Jackson St.  
Seattle, WA 98104

Dear Executive Constantine,

As the President of the Greater Kirkland Chamber of Commerce, and owner of the Kirkland Parkplace Cinemas, I want to reinforce the City of Kirkland and the Kirkland Chamber positions on the need for a transit stop at NE 85<sup>th</sup> and I- 405 in Kirkland.

For people living and working in downtown Kirkland and the area surrounding it, there is limited access to regional transit. Kirkland is expanding so the need is growing for transit that is accessible, reliable and satisfies employee and resident requirements. Downtown currently includes 4634 employees and 2490 residential units. It is anticipated that 6,146 employees and 1,197 units will be added in the next 20 years. Currently there are several new apartment units under construction along Central Avenue and the redeveloped Parkplace, due to break ground this winter with a Phase one completed in 2017, will add substantial numbers of employees and residents. All of this development is in downtown Kirkland.

Nearby, along the 6<sup>th</sup> Street corridor, another area the City has identified for improved transit connections is where the Google campus is, which is doubling its footprint. With this growth, traffic coming into downtown from the south is backed up to Hwy 520 due to our arterial two lane roads. When the cars don't move, neither do the bus lines coming into downtown.

As the President of the Greater Kirkland Chamber of Commerce, I care about Kirkland staying vibrant and attractive to current and future businesses. As we work together toward solutions to our limited parking downtown, I see our merchants, business owners, and service providers struggling with our ever limited access to downtown. Their success is directly linked to the convenience for their employees to come and go from downtown. The old-fashioned mode of moving people into downtown via car is not the future of Kirkland -- a city that is known for its innovation and startup companies.

We envision a rapid ride Sound Transit stop at NE 85<sup>th</sup> and I-405. When the rider gets off at this stop, they will someday descend from the overpass and step into a tram, similar to what is used in Portland, Oregon, and travel over the traffic into downtown Kirkland. Other options are people movers similar to Seattle's monorail running back and forth from I-405 to downtown (albeit a 21 Century version).

401 Parkplace, Suite 105  
Kirkland, WA 98033  
Tel: 425.827.7789  
Fax: 425.827.3929



Kirkland's beauty is also its biggest obstacle. Lake Washington is a barrier on the west, small streets along the waterfront and State St., present barriers to travel from the south, and the slow crawl into downtown from Juanita causes congestion at peak times to the north. Approach from the east is the easiest access point.

The day may come when boats will serve downtown Kirkland coming from the UW light rail station, but not before our businesses have given up and moved elsewhere. Light rail will serve Redmond long before a spur line comes into downtown Kirkland. Bus Rapid Ride is available now, and building a station stop at 85<sup>th</sup> will have immediate benefits to downtown Kirkland in the near future.

I respectfully request on the part of the businesses of Kirkland that you please make the bus stop at 85<sup>th</sup> and I-405 a priority in Sound Transit's plans.

Sincerely,

Jeff Cole

Owner

Kirkland Parkplace Cinemas



Dear Executive Constantine,

The Kirkland Performance Center brings people from every corner of King County. We need to make access to our downtown performance space easier. Therefore, I want to reinforce the City of Kirkland and the Kirkland Chamber of Commerce positions with their focus on the need for a transit stop at NE 85<sup>th</sup> and I- 405 in Kirkland.

For people living and working in downtown Kirkland and the area surrounding it, there is limited access to regional transit. Kirkland is expanding so the need is growing for transit that is accessible, reliable and satisfies employee, visitors and resident requirements. With this growth, traffic coming into downtown from the south is backed up to Hwy 520 due to our arterial two lane roads. When the cars don't move, neither do the bus lines coming into downtown.

As the Executive Director of the Kirkland Performance Center, I want to keep downtown Kirkland vibrant and attractive to my audience, who also visit restaurants and shops prior to and after a performance. As we work together toward solutions to our limited parking downtown, I see our merchants, restaurant owners, and service providers struggling to keep their doors open. Their success is directly linked to the convenience for their customers to come and go from downtown. The old-fashioned mode of moving people into downtown via car is not the future of Kirkland -- a city that is known for its innovation and startup companies.

We envision a rapid ride Sound Transit stop at NE 85<sup>th</sup> and I-405. When the rider gets off at this stop, they will someday descend from the overpass and step into a tram, similar to what is used in Portland, Oregon, and travel over the traffic into downtown Kirkland. Other options are people movers similar to Seattle's monorail running back and forth from I-405 to downtown (albeit a 21 Century version).

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The day may come when boats will serve downtown Kirkland coming from the UW light rail station, but not before our merchants have given up and moved elsewhere. Light rail will serve Redmond long before a spur line comes into downtown Kirkland. Bus Rapid Ride is available now, and building a station stop at 85<sup>th</sup> will have immediate benefits to downtown Kirkland in the near future.

I respectfully request on the part of the businesses of Kirkland that you please make the bus stop at 85<sup>th</sup> and I-405 a priority in Sound Transit's plans.

Sincerely,

Jeff Lockhart

Executive Director

Kirkland Performance Center

RECEIVED  
JUL 14 2015  
BY: Board Admin

350 Kirkland Avenue, Kirkland, WA 98033



KRUEGER BECK, PLLC

425.828.7800  
520 KIRKLAND WAY, SUITE 400  
PO BOX 3143  
KIRKLAND, WASHINGTON 98083-3143  
WWW.KRUEGERBECKLAW.COM

RECEIVED  
JUL 14 2015  
BY: Brand Admin

July 2, 2015

King County Executive Dow Constantine  
Sound Transit Board Chair  
c/o Board Administrator  
Sound Transit  
401 S Jackson St.  
Seattle, WA 98104

Re: Rapid ride Sound Transit stop at NE 85th and I-405

Dear Dow:

I am an attorney with an office in downtown Kirkland since 1992 and have lived in Kirkland since 1982. I have experienced the growth in traffic over this time and especially the increased congestion along Central Way/NE 85<sup>th</sup>. I am particularly concerned about how this impacts our local businesses and am a supporter of the growth of light rail.

I ask that Sound Transit add a rapid ride stop at NE 85th and I-405. When the rider gets off at this stop, they will someday descend from the overpass and step into a tram, similar to what is used in Portland, Oregon, and travel over the traffic into downtown Kirkland. Other options are people movers similar to Seattle's monorail running back and forth from I-405 to downtown (albeit a 21 Century version).

Thanks for your leadership of Sound Transit.

Very truly yours,

Walter R. Krueger

WRK/hs

M:\A-K\KIRKLAND CHAMBER OF COMMERCE\LTR - SOUND TRANSIT 85TH & I-405.DOTX



July 8, 2015

Sound Transit Staff and Board  
Sound Transit  
Attn: Sound Transit 3  
401 S. Jackson St., Seattle, WA 98104

Via email to [soundtransit3@soundtransit.org](mailto:soundtransit3@soundtransit.org) and [AllBoardMembers@soundtransit.org](mailto:AllBoardMembers@soundtransit.org)

**Re: Comment Letter for ST3 Draft Projects from Lake2Bay Coalition**

Dear Sound Transit Staff and Board:

On behalf of the Lake2Bay Coalition, we are pleased to submit the following comments on ST3 Draft Projects list. The Lake2Bay Coalition includes over a hundred committed civic leaders representing a wide-variety of non-profit organizations, private enterprises and government departments who have been working for several years to plan and implement a world-class, city-defining vision of Lake2Bay as the healthiest urban space in the world.

Connecting Lake Union to Elliott Bay has been a dream for decades. In recent years, that vision has been expanded to include a city-defining urban corridor through a web of diverse, thriving places that embody and reflect the area's leadership and innovations in business, culture, science, philanthropy and education. This ambitious vision is consistent with the opportunities and needs in Seattle's most dynamic neighborhoods.

The Lake2Bay Corridor project when complete will connect four of Seattle's fastest growing neighborhoods and many of our most iconic public spaces. The Lake2Bay area is an exploding business and employment hub, a cultural and recreational asset for the region, an international tourist destination, and a critical crossroads for the region's transportation network, utility infrastructure and ecological systems.

The Lake2Bay Corridor is located in two of the highest-performing regionally designated growth centers – Uptown and South Lake Union. In spite of this area's growth and regional significance, these are two of the only regional growth centers in King County which do not have an existing or planned light rail transit station. Providing light rail access to this area should be a priority for Sound Transit during the ST3 expansion. We request that Sound Transit:

- 1) Include the Downtown Seattle to Ballard light rail corridor in the projects to be studied and examine all alignment possibilities within this corridor. (C-01a, C-01b, C-01c and C-01d).
- 2) Include Ballard to West Seattle through Downtown Seattle projects, either by tunnel or at-grade (C-04, C-05).
- 3) Include a light rail station area at Seattle Center servicing Uptown and South Lake Union under all of the above scenarios.

The following letter demonstrates how a light rail station in this area as part of ST3 is critical to Sound Transit's stated goals and objectives as stated in the Regional Transit Long-Range Plan.



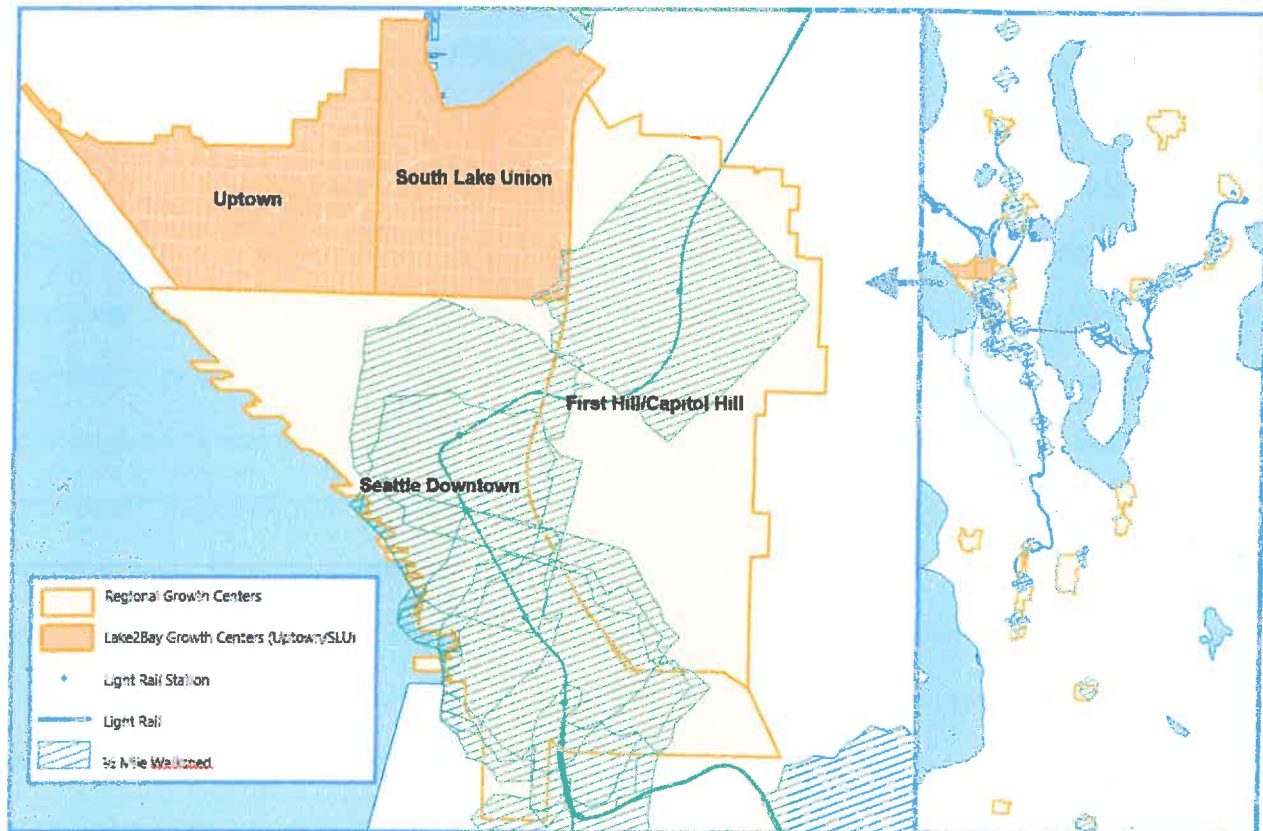


**1) The Lake2Bay area represents a significant gap in the light rail network's service to regional growth centers. The Lake2Bay Corridor is located primarily in two regional growth centers – Uptown and South Lake Union – and a small portion is located in the northwest corner of the Seattle Downtown growth center. While the Downtown growth center is well-served by light rail, South Lake Union and Uptown do not have light rail stations and are not in the ½ mile walk shed of existing or planned light rail stations. As two of the region's highest-growth centers, providing the highest levels of transit service to these areas is critical to providing a complete light rail network linking designated growth centers.**

**Goal: Provide reliable, convenient, and safe public transportation services between regional growth centers and create an integrated system of transit services and fares.**

- From Sound Transit Regional Transit Long-Range Plan, Updated 2014

**King County Designated Regional Growth Centers and Link Light Rail Stations**



**2) Without a light rail station, the transit accessibility of the area is diminished. While served by other transit options, most transit trips to or from the Lake2Bay area require a transfer between modes. Transfers increase travel time, decrease reliability and diminish the ease of transit usage. Access to the light rail system for Uptown and South Lake Union will greatly increase regional transit access to a major population, employment and recreational center.**

**Objective: Reduce the average time it takes to make a trip by transit.**

- From Sound Transit Regional Transit Long-Range Plan, Updated 2014

3) **Lake2Bay is one of the region's highest growth areas for both housing and employment.** According to the City of Seattle, South Lake Union and Uptown increased by over 5,000 residential units in the last ten years, representing 12% of the City's residential growth during the period. More significantly, the area added 15,286 jobs from 2004 to 2013, over one-third of the City's job growth. Continued expansions and relocations from major employers like Fred Hutchinson Cancer Research Center, Amazon and Expedia indicate that this trend will continue. Providing better transit connectivity to this area will significantly improve regional access to a growing job center.

**Objective: Increase the percentage of people using transit for their trips to work and the percentage using transit to reach major regional employment centers.**

- From Sound Transit Regional Transit Long-Range Plan, Updated 2014

#### South Lake Union and Uptown Growth

	Residential Growth 2005-2015	Employment Growth 2004-2013
South Lake Union	3,250	14,954
Uptown	2,266	332
<b>Total</b>	<b>5,516</b>	<b>15,286</b>
Seattle Total	44,846	44,362
% of Seattle Total	12%	34%

Source: Seattle DPD Urban Center / Village Residential Growth Report, 04.06.15 and Seattle DPD Urban Center / Village Employment Growth Report 08.11.14

4) **Lake2Bay represents an opportunity to expand non-work transit trips in the region and increase accessibility to jobs, schools, medical facilities, recreation and shopping throughout the region.** In addition to the significant housing and employment in the area, Lake2Bay houses many neighborhood-, city-, and region-serving destinations. These destinations include arts and cultural institutions such as MOHAI, EMP, Olympic Sculpture Park, Chihuly Garden & Glass, Pacific Science Center; sports and recreational opportunities at the Center for Wooden Boats, Key Arena and Memorial Stadium; open space at Seattle Center, Denny Park and Lake Union Park; and educational institutions such as City University of Seattle and Horizon College of Ministry.

**Objective: Increase the percentage of people using public transportation throughout the region for all trips, not just trips to work.**

- From Sound Transit Regional Transit Long-Range Plan, Updated 2014

According to the PSRC's Regional Centers Monitoring Report, South Lake Union has an activity unit density of 67.7 and Uptown has an activity unit density of 64.3, compared to an average activity unit density of 42.1 in all regional centers.

**Objective: Make it easier to use transit to reach jobs, schools, medical facilities, recreation and shopping throughout the region.**

- From Sound Transit Regional Transit Long-Range Plan, Updated 2014

## Use Zones

data collected from the Downtown Seattle Association 2011 Demographics Report and company websites



Source: Lake2Bay Inventory + Opportunities Report, 2014

**5) Lake2Bay creates a significant opportunity to mitigate growth impacts on our natural environment by preventing sprawl and reducing VMT and greenhouse gases.** Successfully capturing regional growth and increasing transit accessibility in our most central neighborhoods closest to job centers and will enable the region to encourage more multi-modal trips, reduce residents' reliance on cars and reduce greenhouse gas emissions -- an essential component of meeting the our climate change mitigation goals. The estimated average annual carbon footprint of a household in the Lake2Bay area ranges from 25.4 to 35.0, lower than most Seattle neighborhoods, such as Bitter Lake (50.6), Admiral (43.5) or Rainier Valley (45.1) and significantly lower than households in suburban locations, such as Redmond (72.0) or Renton (56.8).<sup>1</sup> Lake2Bay is a remarkable opportunity for Sound Transit to reach a growing, thriving center with significant transit-supportive uses during the third expansion of the light rail system. With a team of individuals and organizations committed to its success and with the tremendous growth and private investment already occurring in the area, light rail service to Lake2Bay represents an important strategy in achieving the agency's goals and objectives by providing light rail to an area with demonstrated ridership potential, astronomical growth and a land use pattern which supports existing and future TOD. To take advantage of this opportunity, we ask that Sound Transit:

**Objective: Reduce greenhouse gas emissions and other pollutants.**

- From Sound Transit Regional Transit Long-Range Plan, Updated 2014

<sup>1</sup> Source: Cool Climate Network, UC Berkeley



- 1) Include the Downtown Seattle to Ballard light rail corridor in the projects to be studied and examine all alignment possibilities within this corridor. (C-01a, C-01b, C-01c and C-01d).**
- 2) Include Ballard to West Seattle through Downtown Seattle projects, either by tunnel or at-grade (C-04, C-05).**
- 3) Include a light rail station area at Seattle Center servicing Uptown and South Lake Union under all of the above scenarios.**

*We look forward to working with Sound Transit through the planning and implementation of ST3 to ensure that this critical regional transit need is met.*

*Sincerely,*

**Thatcher Bailey**  
**Co-Chair**

**Norma Miller**  
**Co-Chair**

Virginia Anderson  
Thatcher Bailey  
Lesley Bain  
Maria Barrientes  
Richard Bockerman  
Lyle Bicknell  
Donald Byrd  
Martha Choe  
Jill Cray  
Maud Daudon  
Rob Dunlop  
Gene Duvernoy  
Andy Fife  
Hilary Franz  
Phil Fujii  
Lindy Gaylord  
Jim Goodspeed  
Tom Graff  
Lisa Graumlich  
Brian Hawksford  
Ada Healy  
Katie Idziorek  
Ken Johnsen  
Todd Leber  
Jan Levy  
Markham McIntyre  
Susan McLaughlin  
Norma Miller  
Robert Nellums  
Tracy Robinson  
Patty Isaacson Sabee  
Cory Sbarbaro  
John Schoettler  
Jon Scholes  
Ren Severt  
Greg Smith  
Kelly Tweeddale  
Maggie Walker  
Amy White  
Jeff Wright  
Jane Zalutsky



Practical. Purposeful. Promising.

RECEIVED  
JUL 14 2015

BY: *Bruce Admin*

11605 132nd Avenue NE |  
Kirkland, Washington 98034  
p: (425) 739-8100 | f: (425)  
739-8298 | [LWTech.edu](http://LWTech.edu)

June 29, 2015

Sound Transit Board Chair  
King County Executive Dow Constantine  
C/o Board Administrator  
Sound Transit  
401 S. Jackson Street  
Seattle WA 98104

Dear Executive Constantine,

I am writing to thank you and the Sound Transit Board for the opportunity to comment on Sound Transit 3 (ST3) Priority Project List.

LWTech's main campus is located in Kirkland with a branch campus in Redmond. Our Kirkland campus serves an average of 4,500 students per quarter with a staff of 566 including over 200 part-time faculty, some of whom teach at multiple colleges.

Roughly 41 percent of our students are working at least part-time, and 28 percent have minor children. To serve so many working students we offer classes beginning as early as 6:30 a.m. and going as late as 10:00 p.m. The college offers unique programs such as Funeral Service Education (the only program in the state) and has students traveling to campus from over 100 separate zip codes. These students need reliable and frequent public transportation to get between work, school and home.

Currently there is one bus route serving our Kirkland campus. It runs hourly with service that ends before 7:00 p.m. The infrequency of the service combined with the lack of nighttime coverage has caused public transit to cease to be an option for most of our students. The most recent cut to our service was not the first cut, and with each cut ridership has gone down. This is counterproductive to the regions commute trip reduction plans:

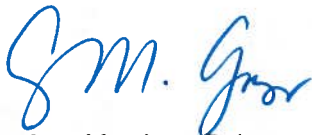
The Lake Washington Institute of Technology (LWTech) supports the objectives outlined in Kirkland Mayor Amy Walen's letter to you dated June 9, 2015. We support the Mayor's desire for Sound Transit and Metro to work together to create a seamless, integrated regional transit network and make necessary investments such as freeway stations, direct access ramps, transfer station improvements and speed/reliability improvements where needed.

To provide better service for our students and staff we support consideration of bus rapid transit and light rail on I-405 to provide regional connections, and also connections between I-405 and the Totem Lake Urban Center as well as other major business districts. LWTech is on the edge of the Totem Lake business district with a proposal before the Kirkland Planning Commission and City Council to be included in the Totem Lake Urban Center. Connections between an I-405 stop in Totem Lake and our Kirkland campus would be most helpful, and we note the City of Kirkland is interested in cooperating with Sound Transit on the analysis of connector options.

We support an analysis of the Cross Kirkland Corridor as another transit option. We expect that many commuters would opt for the alternate north-south route through Kirkland including our students and staff and some form of transportation on the Corridor makes sense. LWTech offers a baccalaureate degree in Transportation and Logistics Management (BTLM). It would provide a great learning opportunity for our BTLM students to participate in such a study.

We also support the Mayor's request for transit oriented development (TOD) at the current Park & Ride in Totem Lake as it is an opportunity for our students, who often balance work, school and family, to access affordable housing near our campus and limit long commutes.

Sincerely,



Dr. Amy Morrison Goings  
President

CC: Amy Walen, Mayor of Kirkland  
Kurt Triplett, Kirkland City Manager

RECEIVED  
JUL 14 2015  
BY: Board Admin

July 6, 2015

Sound Transit Board of Directors  
c/o Board Administration  
Sound Transit  
401 South Jackson Street  
Seattle, WA 98104

Subject: Support for Boeing Access Road Light and Commuter Rail Stations

Dear Sound Transit Board of Directors,


I am writing to you on behalf of visitors and friends of The Museum of Flight to express our support for prioritizing the Light Rail and Sounder Rail Multimodal Station at Boeing Access Road (BAR) as part of the upcoming Sound Transit 3 ballot measure.

Thursday July 2, 2015 was "First Thursday" at The Museum of Flight, a program that provides free admission to the Museum for our community between 5:00 and 9:00pm. Museum visitors were informed about the BAR Light and Commuter Rail Station and were invited to sign a petition expressing their support. Over 165 members of our community signed the attached petitions supporting the BAR stations. The primary reasons for their support include:

- Access to light rail and commuter rail stations at BAR will provide a much needed transportation resource for the underserved Tukwila community improving access to schools, jobs, recreation and shopping.
- Access to light rail and commuter rail stations at BAR will reduce traffic congestion on I-5 by moving regional commuters from cars to the rail system.
- Access to light rail and commuter rail stations at BAR will stimulate economic development in Tukwila which means more jobs for our community that are closer to home and better access to those jobs.
- The presence of light rail and commuter rail stations at BAR will support access to the Museum of Flight from all communities that are served by these transit services. The Tukwila business community is planning a shuttle bus that would connect the transit stations to businesses, museums and other recreation, shopping, and neighborhoods in the area.

The Boeing Access Road Stations are important to Museum visitors, employees, the Tukwila community and the region. We urge you to maintain the Boeing Access Road Light and Commuter Rail Stations as part of the Sound Transit 3 Priority Projects list.

Sincerely,

  
Douglas R. King  
President and CEO

Attachments

9404 East Marginal Way South  
Seattle, Washington 98108-4097  
[museumofflight.org](http://museumofflight.org)





RECEIVED  
JUL 14 2015  
BY: Board Admin

5520 108th Ave NE  
PO Box 579  
Kirkland, WA 98083-0579  
425.882.8266  
www.northwestu.edu

July 2, 2015

Sound Transit Board  
401 S. Jackson St.  
Seattle, WA 98104

Re: Support for City of Kirkland's Comments on the Sound Transit 3 (ST3) Priority List

Dear Sound Transit Board:

This letter is in support of the City of Kirkland's position regarding the ST3 Priority List. The City is most interested in making sure that Kirkland Downtown, the 6<sup>th</sup> Street corridor, and the Totem Lake Urban Center are connected to regional transit service on I-405.

As you may know, Northwest University is located in the center of Kirkland, just a few blocks south of the 6<sup>th</sup> Street corridor. (6<sup>th</sup> street in Kirkland turns into 108<sup>th</sup> Avenue NE, where the University main campus is located). We are a dynamic and growing University. We have over 900 students in our day-time program and almost 550 in our evening graduate and undergraduate programs. Most of our 150 full-time employees work on the Kirkland campus. In addition, we have nearly 70 part-time employees and over 300 adjunct faculty who compute to the Kirkland campus. We expect our enrollment and employment to continue to grow.

Many of our students and employees depend on public transportation. For example, a number of our students have part-time employment or internships that are located in downtown Seattle or Bellevue. These students rely on Sound Transit for travel to and from work and their dormitory on campus, during peak and off-peak hours. Most of our international students do not have their own car and must also use the public bus.

Finally, public transportation plays a key role in our ability to attract qualified employees. An integrated transit network on I-405, with improved transfer stations, increased speed and reliability, would encourage employees to use public transit instead of a private vehicle.

Sincerely,



John Jordan, CFO  
Northwest University  
55220 108<sup>th</sup> Ave. NE  
Kirkland, WA 98033

cc: Lorrie McKay, City of Kirkland



416 6<sup>th</sup> Street South  
Kirkland WA 98033  
425.947.2676  
[www.nytec.com](http://www.nytec.com)

June 26, 2015

Sound Transit Board  
c/o Board Administrator  
Sound Transit  
401 Jackson Street  
Seattle, WA 98104

Dear Sound Transit Board Members,

I am writing in support of the City's positions in regards to the ST3 Priority Project List. As Mayor Amy Walen's letter indicates, the City is most interested in making sure that the Kirkland downtown, the 6th Street Corridor and the Totem Lake Urban Center are connected to regional transit service on I-405, and has expressed interest in working with Sound Transit on ways in which access or connections to regional transit might be accomplished.

As a Kirkland resident and business leader, I cannot stress enough the significant needs to incorporate the transit system within the lifelines of the Kirkland community. As Kirkland continues to provide jobs and residence for high-impact industries, we need to be prepared not only for our city's growth, but maintain a well-defined, scalable infrastructure that continues to attract, support and serve our future residence and employees.

Nytec turned 40 this year and celebrated by launching its new headquarters on 6th Street, South. Nytec's investment and commitment in the Kirkland community was based heavily on the forward thinking planning and projection of the community leaders, as reflected in the Kirkland 2035 roadmap, that I personally embrace with open arms. A main staple in the vision is the commitment and support of other local leaders and the transit authority.

Nytec's employees, as do many other businesses in the community rely heavily on mass transit and a well-defined traffic grids providing easy and seamless access to centralize thoroughfares, direct access ramps, transfer station improvements and speed/reliability improvements. In addition, transportation benefits have become a significant driver in employee compensation plans and an employee's decision to accept employment overall.

Respectfully yours,

**Richard Lerz**

CEO  
Nytec, Inc.

O 425.250.6812  
C 206.755.2281

cc:  
City of Kirkland  
c/o Lorrie McKay  
Intergovernmental Relations Manager

June 10, 2015

Sound Transit Board  
c/o Board Administration  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104

Re: Boeing Access Road Multimodal Station

Dear Sound Transit Board,

I am writing to request that the Sound Transit Board give high priority to the Light Rail and Sounder Rail Multimodal Station at the Boeing Access Road. Both projects are currently in the proposed ST3 Priority Projects List.

As you know, this multimodal station was originally approved by the voters and subsequently deferred in 2001. Since then, the area and the District have continued to grow and continue to be attractive to large employers. However, transportation alternatives are becoming essential to our area businesses to attract and retain a qualified workforce and adhere to the goals of the Transportation Management Plan.

You are no doubt aware that the Tukwila area is considered to be among, if not the most diverse city in the United States. With that comes an obligation for us to invest in transportation alternatives that benefit everyone involved to support the citizens, the work force and their employers. One of Sound Transit's core priorities for the system plan development is socio-economic equity. Our neighborhood is one of the most diverse in the region, reflecting Tukwila's overall diversity. By example, the demographic makeup in the neighboring Allen Town Census Tract area, 32% are Asian, 16% Black, 10% are Hispanic and 40% are White. Tukwila's median income is 40% that of the county's as a whole, and 50% of the households speak a language other than English at home.

The Boeing Access Road projects also align with Sound Transit's other core priorities for the system plan, including ridership, connecting designated centers, advancing "logical next steps" and multimodal access. In fact, Boeing Access Road is the only place in the system where light rail and commuter rail can converge.

Our neighborhood and the surrounding employment center need these additions. Please ensure they are a part of the final package that goes in front of voters.

Other incontrovertible facts are these:

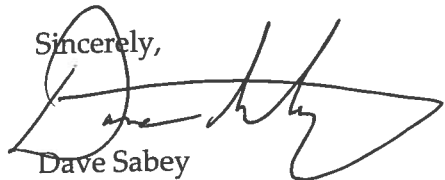
- We have commissioned a Station analysis study with Fehr & Peers that conservatively estimates that if we opened the Boeing Access Light Rail Station tomorrow we would anticipate an additional 1,400 riders before considering the multi modal add-ons which is considerably more ridership than some of the existing stations. Additionally, the most conservative growth estimate over the next 20 years is a 230% increase in ridership.\*
- The project meets six of the seven core priorities for Sound Transit's System Plan Development and Evaluation Plan.
- More than 15,000 jobs with large employers are aggregated in this area/district and growing.
- The Museum of Flight alone receives 600,000 visitors annually although access to it is for all practical purposes, restricted to private cars. Attendance is forecast to grow by 25% with a new Light Rail station.

*\*Fehr & Peers report, March 6, 2015*

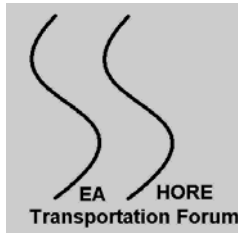
The most important point to convey is that we have a one of a kind opportunity to create a transformational multimodal transportation district in the center of the intersection of the greater Puget Sound area. Between I-5 and I-405, SR-599 and Airport Way, Seatac Airport and the King County Airport there is not a better place to connect a transportation district to the King County regional vision and smart growth prescription that we all embrace.

It isn't often that a project aligns so well to serve all constituencies: citizens and residents, businesses and government. I urge you to maintain the Boeing Access Road multi-modal Station as a priority in the ST 3 Projects list.

Sincerely,



Dave Sabey  
President  
Sabey Corporation



MS: KSC-TR-0814  
201 South Jackson Street  
Seattle, WA 98104-3856

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Phone: (206) 477-3812 Fax: (206) 477-3812

June 30, 2015

The Honorable Dow Constantine  
Chair, Sound Transit Board  
401 S Jackson St.  
Seattle, WA 98104

Dear Chair Constantine,

On behalf of the SeaShore Transportation Forum, we request that high-capacity transit (HCT) service on SR 523/NE 145th Street and SR 522 corridor be added to the Priority Project List for the Sound Transit 3 (ST3) plan.

The SeaShore Transportation Forum (SeaShore) is a body of elected officials and agency staff representing jurisdictions in north King and south Snohomish Counties that meets monthly to advise the Puget Sound Regional Council (PSRC) on awards of transportation-related grants, to advocate for transportation needs in our region, and to provide a forum for sharing information and coordinating transportation projects. Members include the cities of Seattle, Shoreline, Lake Forest Park, Edmonds, Mountlake Terrace, Kenmore, Bothell, and Woodinville; King County; Snohomish County; Community Transit; Sound Transit; Washington State DOT; and the PSRC.

SeaShore is excited about the Lynnwood Link Extension (LLE) opening in 2023; however, there is still work to do to ensure that riders in North King County can access the proposed LLE stations. With planned ridership of over 6,000 boardings per day at the proposed 145th Street Station, there must be robust, high-capacity transit connecting to the station as the proposed 500-stall parking garage alone cannot handle the expected demand.

As you know, SR 523 between I-5 and SR 522 is considered an HCT corridor in the Sound Transit Long Range Plan, because the NE 145th Street light rail station will serve riders from Seattle, Shoreline, Lake Forest Park, Kenmore, Bothell, and Woodinville. With light rail service in Shoreline scheduled to begin in 2023, connecting the SR 523/SR 522 HCT with the light rail system will provide a transit link for many north Lake Washington residents that are expecting to access light rail at NE 145th Street.

Therefore, we request that HCT service and associated infrastructure along SR 522 and SR 523 be added to the Priority Project List for the ST3 plan. Specifically, we request HCT service that provides at most a 10 minute headway during peak hours and a 15 minute headway at other times, complemented by parking structures and business access transit lanes in Lake Forest Park, Kenmore, and Bothell.

The SeaShore member cities have identified the following as key issues for the Board to consider:

- SeaShore has long identified these corridors as regionally significant requiring investment and improvement to ensure that riders can access the light rail system.
- SeaShore member cities have helped to fund two rounds of Sound Transit development and have made substantial investments on the SR 522 corridor. Now that Lynnwood Link is moving forward, it is an appropriate time to link SeaShore communities to the light rail spine.
- SR 522 is severely congested at peak hours, but is the only direct access point to the light rail system for cities north of Lake Washington.
- SeaShore has advocated for the 145th Light Rail Station as a regional connector, including accessing the station from SR 522 using SR 523/NE 145th Street.
- SR 522 is a vital link to regional education centers, connecting the University of Washington-Bothell/Cascadia Community College and Shoreline Community College with the main University of Washington campus.
- SR 522 also links commuters to major employment centers: downtown Seattle and Boeing on the west, and Bellevue and Microsoft on the east.
- The ST Board recognized the importance of the SR 523/NE 145th Street corridor by adding it as an HCT corridor in the long-range plan in December, 2014.
- HCT connecting Shoreline, Lake Forest Park, Kenmore, Bothell, and Woodinville to the 145th Light Rail Station will help ease congestion in the SR 522 corridor, taking advantage of investments already made to prioritize transit service.
- The cities of Shoreline, Lake Forest Park, and Kenmore are working in partnership with Sound Transit, Seattle, King County Metro Transit, WSDOT and PSRC to identify changes along the SR 523 corridor that will improve transit speed and reliability, and are developing a plan with these partners to implement the improvements.
- SR 522 is a designated emergency evacuation route for the Puget Sound region. HCT service on SR 522 and SR 523/NE 145th Street is likely to save lives.

The SeaShore Transportation Forum urges you and the Sound Transit Board to add HCT on SR 523 and SR 522, and parking structures at town centers in Bothell, Kenmore, and Lake Forest Park to the Priority Project List for the ST3 plan to ensure the transportation system truly allows communities to connect to the light rail spine.

Sincerely,



Councilmember Doris McConnell  
City of Shoreline  
Co-Chair, SeaShore Transportation Forum



Councilmember Jeff Johnson  
City of Lake Forest Park  
Co-Chair, SeaShore Transportation Forum

July 8, 2015

Sound Transit Staff and Board

Sound Transit

Attn: Sound Transit 3

401 S. Jackson Street

Seattle, WA 98104

Via email to [soundtransit3@soundtransit.org](mailto:soundtransit3@soundtransit.org) and [AllBoardMembers@soundtransit.org](mailto:AllBoardMembers@soundtransit.org)

Re: Comment Letter for ST3 Draft Projects from Seattle Center Resident Organizations

Dear Sound Transit Staff and Board:

Seattle Center is the region's premier arts and entertainment hub, top visitor center, and a destination for family activities, large scale festivals, charitable walks and runs, and much more. The more than 30 organizations that reside at Seattle Center, along with the broad range of community activities and events, attract an estimated 12 million visitors annually. While increasing regional density offers exciting opportunities for Seattle Center, it also presents real and significant threats as development of our regional transportation infrastructure lags behind population and visitor growth.

Seattle Center is located at the center of one of the fastest growing residential and commercial areas in the country, the Uptown and South Lake Union neighborhoods. In spite of this area's growth and regional significance, these are two of the only regionally designated growth centers in King County that do not have an existing or planned light rail transit station. Providing light rail access to this area should be a priority for Sound Transit during the ST3 expansion – and it is a critical factor in long-term sustainability of Seattle Center. We, therefore, request that Sound Transit:

- 1) Include the Downtown Seattle to Ballard light rail corridor in the projects to be studied and examine all alignment possibilities within this corridor. (C-01a, C-01b, C-01c and C-01d).
- 2) Include Ballard to West Seattle through Downtown Seattle projects, either by tunnel or at-grade (C-04, C-05).
- 3) Include a light rail station area at Seattle Center servicing Uptown and South Lake Union under all of the above scenarios.

The following points demonstrate how a light rail station in this area as part of ST3 is critical to Sound Transit's goals and objectives as stated in the Regional Transit Long-Range Plan.

**Goal: Provide reliable, convenient, and safe public transportation services between regional growth centers and create an integrated system of transit services and fares.**

- 1) The Uptown and South Lake Union areas represent a significant gap in the light rail network's service to regional growth centers. While the Downtown growth center is well-served by light rail, South Lake Union and Uptown do not have light rail stations and are not in the ½ mile walk shed of existing or planned light rail stations. As two of the region's highest-growth centers, providing the highest levels of transit service is critical to providing a complete light rail network linking designated growth centers.



**Objective: Reduce the average time it takes to make a trip by transit.**

2) Without a light rail station, the transit accessibility of Seattle Center and surrounding neighborhoods is diminished. While served by other transit options, most transit trips to or from the area require a transfer between modes. Transfers increase travel time, decrease reliability and diminish the ease of transit usage. Access to the light rail system for Uptown and South Lake Union will greatly increase regional transit access to these major population, employment and recreational centers.

**Objective: Increase the percentage of people using transit for their trips to work and the percentage using transit to reach major regional employment centers.**

3) Seattle Center is at the center of the region's highest growth areas for both housing and employment. According to the City of Seattle, South Lake Union and Uptown increased by over 5,000 residential units in the last ten years, representing 12% of the City's residential growth during the period. The area added 15,286 jobs from 2004 to 2013, over one-third of the City's job growth. Continued expansions and relocations from major employers like Fred Hutchinson Cancer Research Center, Amazon and Expedia indicate that this trend will continue. Providing better transit connectivity to this area will significantly improve regional access to a growing job center.

**Objective: Increase the percentage of people using public transportation throughout the region for all trips, not just trips to work.**

4) Seattle Center houses many neighborhood-, city-, and region-serving organizations and activities. They include arts, cultural and large scale sports and entertainment destinations such as Chihuly Garden and Glass, Cornish, EMP Museum, KeyArena, Marion Oliver McCaw Hall, Memorial Stadium, Pacific Northwest Ballet, Pacific Science Center, Seattle Children's Theatre and Museum, Seattle Opera, Seattle Repertory Theatre, and many others. Visitors travel to Seattle Center for large outdoor summer festivals such as Northwest Folklife, PrideFest, Bite of Seattle and Bumbershoot. They run and walk in the Rock N' Roll Marathon, St. Pat's Dash, Seattle Marathon and a plethora of charitable fundraisers. They take in our tourists draws and enjoy over 40 acres of open space. Seattle Center must remain accessible in order for them to take in these experiences.

**Objective: Make it easier to use transit to reach jobs, schools, medical facilities, recreation and shopping throughout the region.**

5) The Seattle Center area creates a significant opportunity to mitigate growth impacts on our natural environment by preventing sprawl and reducing vehicle miles traveled and greenhouse gases. Increasing transit accessibility in our most central neighborhoods closest to job and entertainment centers will enable the region to encourage more multi-modal trips, reduce residents' reliance on cars and reduce greenhouse gas emissions -- an essential component of meeting our climate change mitigation goals.

Bringing additional transit options to the Seattle Center area offers an extraordinary opportunity for Sound Transit to reach a growing, thriving center with significant transit-supportive uses during the third expansion of the light rail system. With the tremendous growth and private investment already occurring in the area, light rail service represents an important strategy in achieving the agency's goals and objectives by providing light rail to an area with demonstrated ridership potential, astronomical growth and a land use pattern which supports existing and future transit-oriented development.

We look forward to working with Sound Transit as we move forward to ensure that this critical regional transit need is met.

Sincerely,

Seattle Center Resident Organizations

M. H. TEATRO ZINZANNI

James M. Zep Seattle Equity Theatre

M.W. Seattle Children's Museum

Edutopia Academy of Interactive Entertainment

John Badhe Seattle Shakespeare Company  
Diana J. Seattle Children's Theatre

Michelle B. CHIMNEY Garden and Glass

Oliver G. Space Needle / Chimney Garden & Glass

Thomas J. D. SEATTLE MONORAIL SERVICES

Patty J. EMP Museum

Jon S. Pottery Northwest

A. One Rail

THE VERA Project

Northwest Folklife

THOMAS M. KEXP

Seattle Center



RECEIVED  
JUL 07 2015  
BY: Board Admin

OFFICE OF THE PRESIDENT

June 30, 2015

The Honorable Dow Constantine  
Chair, Board of Directors  
Sound Transit  
401 South Jackson Street  
Seattle, Washington 98104-2826

Dear Chair Constantine:

Shoreline Community College has been proud to serve our local communities of Shoreline and Lake Forest Park for the past 50 years. Our partnerships with the City of Shoreline, the Shoreline School District, and numerous businesses and nonprofit organizations throughout the Puget Sound region, the State of Washington, and the United States point to the vital importance of community colleges in the educational fabric of our region. Emerging partnerships with the University of Washington, both at its Seattle and Bothell campuses, also enhance the College's contribution to our local higher education environment.

I write at this time, on behalf of the College and its Board of Trustees, regarding the Sound Transit 3 (ST3) ballot measure planned for November 2016. Specifically, the College supports adding to the plan high-capacity transit service that will connect the SR-523 (North and Northeast 145th Street) corridor with high-capacity transit service on the SR-522 (Bothell Way Northeast) corridor.

The opening of the Lynnwood Link Extension (LLE) in 2023 will greatly benefit businesses and residents in the cities of Shoreline and Lake Forest Park, which represent the College's legal boundaries. However, riders in our area still need to be able to access the LLE stations. With planned ridership of over 6,000 boardings per day at the NE 145th station, and only a 500-stall parking garage, a robust, high-capacity transit solution that connects to the station is critical.

The NE 145th light rail station will serve riders from Shoreline, Lake Forest Park, Seattle, Kenmore, Bothell, and Woodinville. Without a transit link to this station, transit customers, including students at Shoreline Community College and the University of Washington Bothell, will experience serious difficulty in getting to their ultimate destination. We therefore request that frequent, all-day service along the SR-523 and SR-522 corridors connecting Shoreline, Lake Forest Park, Kenmore, and Bothell to the NE 145th station be included in the ST3 plan. Specifically, we request service that provides at least 10-minute headways during peak hours and 15-minute headways during the remainder of the day.

Shoreline Community College serves nearly 5,000 full-time equivalent students and a headcount approaching 18,000 annually, including our extensive work in corporate training and

community education. It is critical for students of the College to have access to transit, particularly given the rising cost of housing in the north King County area. The College is also committed to the diversity of our student population, which is fostered by providing access to affordable transportation. Finally, the College and particularly its student body are responding to the global environmental challenges that face us by encouraging sustainable commuter options for students, faculty, and staff alike.

In summary, including this high-capacity transit connection in the ST3 plan will provide a vital link to regional education and job centers, Shoreline Community College to the University of Washington Bothell, and students at both institutions to the University of Washington Seattle campus.

We urge you and the entire Sound Transit Board to add high-capacity transit on the SR-523 and SR-522 corridors to the ST3 plan to ensure that our significant transit investment truly allows communities to connect to the light rail route.

Respectfully,



Cheryl Roberts, Ed.D.  
President

cc: Mayor Shari Winstead, City of Shoreline  
Mayor Mary Jane Goss, City of Lake Forest Park  
Debbie Tarry, City Manager, City of Shoreline  
Pete Rose, City Administrator, City of Lake Forest Park

RECEIVED  
JUL 14 2015  
BY: Board Admin

July 6, 2015

Sound Transit Board Chair  
King County Executive Dow Constantine  
c/o Board Administrator  
Sound Transit  
401 S Jackson St.  
Seattle, WA 98104

Dear Executive Constantine

As the owner of two retail stores in downtown Kirkland for almost 10 years, I saw a significant increase in residential and traffic around downtown Kirkland. To keep Kirkland vibrant and energize, I would like to ask that you consider adding a Transit stop/connector at NE 85<sup>th</sup> and I-405 so people may make a stop and use public transportation instead of driving into downtown.

Sincerely,

A Suraphong Liengboonlertchia  
Simplicity Decor & Simplicity ABC

July 8, 2015

The Honorable Dow Constantine, Chairman  
and Sound Transit Board Members  
c/o Sound Transit  
401 South Jackson Street  
Seattle, WA 98104

Re: ST3 Draft Project List SR 522

Dear Chairman Constantine and Sound Transit Board Members:

We have received information and invitations from Sound Transit to comment on the Draft Project List that is a first step for the Board toward what could be a “Sound Transit 3 (ST3)” ballot measure presented to voters of the region in November 2016.

As citizens and business leaders living and working near and commuting daily on SR 522/Bothell Way, we urge Sound Transit to dedicate SR3 bond proceeds for projects that would improve transit services along this corridor. Here’s why:

1. **Higher Education Nodes:** UW-Bothell is the fastest-growing campus in Washington. And next to UW-Bothell is the campus of Cascadia College. Bastyr University is a leader in the fast-growing field of naturopathic medical education and is located in nearby Kenmore. SR 522 serves a rapidly growing higher-education center. University campuses (along with airports and central business districts) are primary transportation nodes.
2. **Significant development occurring and coming:** In Bothell, the “Crossroads” redevelopment of the City’s downtown and the realignment of SR 527 and SR 522 is ushering in a major revitalization for the City. In Kenmore, the City is preparing for redevelopment of Lake Washington waterfront and serves as the next logical place for lakefront development to occur. Serving these destinations solely by motor vehicles would be a failure and would add further congestion to the SR 522 corridor without any meaningful relief.
3. **Dramatically worsening traffic:** SR 522 is experiencing greater traffic volume, and traffic volume increases, than other major traffic corridors, including SR 99. This is caused in part by drivers avoiding tolls on SR 520. WDOT has promised additional funding for traffic capacity to offset toll-avoidance, but none has been provided to Kenmore. And this traffic diversion will increase dramatically with new tolling on I-405. Another cause is rapid population and job growth in the cities along SR-522, including both Kenmore and Bothell. As we noted above, both cities have rezoned and invested in greater commercial and residential density and are poised to experience greater transit demand than other Sound Transit communities.

4. **Lack of current service:** Kenmore and SR 522 are already grossly underserved by public transit. SR 522 is used by 50,000 vehicles per day, but bus service has been reduced. The demand for seats on the remaining buses far exceeds capacity.
5. **Poor connectivity with a planned LRT Station at NE 145<sup>th</sup>:** Sound Transit has funded a light rail station at NE 145<sup>th</sup> Street and I-5, to be completed in 2023. SR 522 communities will be a significant consumer of this service. But there is insufficient traffic capacity along SR 522 and NE 145<sup>th</sup>, and insufficient parking near this proposed station, to accommodate this demand. Without additional Sound Transit investment along SR 522 and NE 145<sup>th</sup>, the effectiveness of the Shoreline rail station will be greatly reduced.

We urge Sound Transit to add the following three (3) projects to be funded by the ST3 ballot measure:

- Build Bus Rapid Transit Lanes and fund increased bus service on SR 522 and NE 145<sup>th</sup> St. to and from the Shoreline Rail Station.
- Build Parking garages along SR 522.
- Fund a light rail study for eventual funding of a light rail station on SR 522.

Thank you,

Rob Pickering

15151 65<sup>th</sup> Ave NE  
Kenmore WA 98028

Owner  
Snapdoodle Toys  
Kenmore and Redmond





June 26, 2015

Board Administrator  
Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104  
Via email: [boardadministration@soundtransit.org](mailto:boardadministration@soundtransit.org)

RE: Public Comments on ST3 The Long Range Plan

Dear Board Members:

The Chamber has been a consistent supporter of transportation improvements that serve the economic, commercial and industrial needs of our workers, freight mobility and residents. The Chamber recognizes a diversity of modes best creates the maximum benefits from their relative strengths.

Tacoma-Pierce County needs more options. Approximately 100,000 workers (a third of the resident workforce) leave Pierce County daily for jobs in King County. Only now are we beginning to get carpool lanes to enable various transit options to maximize their efficiencies. And, it is recognized that this new road capacity will be maximized about when the new projects are just completed.

The previous Sound Transit long range plan left Pierce County without regional capital infrastructure improvements, relying only on operational alternatives to be used in increasingly constrained mobility environments. It is of paramount importance for capital projects to build infrastructure and not tax our community solely for operations which leave no legacy or foundational capabilities.

Tacoma-Pierce County needs capital infrastructure that will enable the development of a commercial and industrial base so that jobs can be proximate to residents. Specifically, the links that are necessary to allow light rail service from our community to Seattle-Tacoma International Airport are a priority. This will be a shared benefit for workers and residents.

Of primary importance to accomplish these objectives are projects: R-01, S-01, S-02, S-03, S-04, S-05, S-07 and S-08.

Thank you for your consideration of these comments.

Best wishes,

A handwritten signature in black ink, appearing to read 'Gary D. Brackett'.

Gary D. Brackett, CCR  
Manager, Business and Political



6501 South 19th Street, Bldg. 12  
Tacoma, WA 98466-6100  
Phone: 253.566.5100  
sruhland@tacomacc.edu

Office of the President

**Board of Trustees**

Liz Dunbar  
*Chair*

Bob Ryan  
*Vice Chair*

Gretchen Adams

James Curtis

Don Dennis

July 16, 2015

Kathy Leotta  
Senior Transportation Planner  
Planning and Project Development  
Sound Transit  
*Via electronic mail*

Sheila K. Ruhland, Ph.D.  
*TCC President*

Dear Ms. Leotta,

I am writing to you on behalf of the students, faculty, and staff of Tacoma Community College in support of Sound Transit's light rail expansion plans in the Tacoma area.

Specifically, the proposed S-11 project, as funded by Sound Transit 3, appears to be a very forward looking and important part of managing transportation growth in the South Sound.

Ridership of Sound Transit to and from our TCC Transit Center continues to be high. Creating affordable and accessible transportation options for our students is critical. The more our students succeed, the more our communities excel with an educated workforce.

A light rail route to Tacoma Community College from downtown Tacoma is exciting to anticipate. The TCC community strongly supports this plan.

Sincerely,

A handwritten signature in dark ink that reads 'Sheila R. Ruhland'.

Sheila R. Ruhland, PhD.  
President



July 7, 2015

Board of Directors  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98401

Dear Sound Transit Board of Directors:

I am writing on behalf of the University of Washington Tacoma to provide feedback on priorities for Sound Transit 3. I strongly encourage you to complete light rail to the Tacoma Dome station as early as possible while enhancing overall transit connectivity between downtown Tacoma and the Puget Sound Region.

UW Tacoma is an urban-serving university serving 4,500 students with plans to grow to 7,000 students in the next five-to-seven years. Currently, our students are almost exclusively commuter students. Twenty-five percent commute from King County, mostly from the southern portion of the county. Sixty percent live in Pierce County.

Availability and proximity of transit was a critical component of the state and university's decision to locate this campus in downtown Tacoma near I-5 and the Tacoma Dome multi-modal transportation center when UW Tacoma was established in 1990. Since then, the bus stop on campus along Pacific Avenue has been a hub and, therefore, an important factor in service decisions regarding Pierce County by Sound Transit. Plans for the original route for the Link Light Rail included UW Tacoma as an important stop and we have successfully promoted the light rail as a means for students, faculty and staff to get to campus – it is heavily used.

As UW Tacoma grows, we cannot possibly provide enough parking for cars, so we are heavily invested in promoting transit options in partnership with the City of Tacoma and others.

Our student profile reflects a population likely to use transit options. More than sixty percent of UW Tacoma students receive some form of financial aid and more than thirty percent qualify for PELL Grants and the State Need Grant, which serve students in the lowest income brackets.

UW Tacoma was created by the state of Washington to expand access to education. As we continue to expand the range of academic programs and the size of our enrollment, we will see increased demand for our programs from King County and beyond. Transit will become an increasingly important element of providing access to higher education for UW Tacoma.

As an urban-serving university, we build mutually beneficial partnerships in our region to address priorities that are important to us and our surrounding communities. In this spirit, UW Tacoma played a leadership role in developing a subarea plan for its urban neighborhood. This planning project was initiated through the U.S. Department of Housing and Urban Development's Sustainable Communities Regional Planning Grant Program. Coordinated by the Puget Sound Regional Council, a three-year, \$5 million grant for Growing Transit Communities funded the Tacoma process with \$500,000 to develop a plan to promote socially equitable transit-oriented development by focusing new job and housing growth in the vicinity of new high capacity transit systems, ultimately putting jobs and opportunity closer to where people live, while sustaining a healthy environment and a healthy economy in the decades to come.

The 600-acre subarea plan includes the Dome District, Foss Waterway, UW Tacoma campus, Brewery District, the museums on Pacific Avenue, and a portion of the Hillside District. The plan was awarded a 2014 Smart Communities Award in the category of "Smart Vision – Comprehensive Planning" by Governor Jay Inslee. This is an elite award program recognizing achievements that promote smart growth planning and projects that contribute to quality of life in Washington State.

Given the level of commitment this region, the city and UW Tacoma have made to transit, it is imperative the Sound Transit Board be aware of the critical role their decisions will make in ensuring local, regional, state and federal investments reach their full potential to improve the lives and fuel the economy in our region.

Another benefit of completing light rail to Tacoma is that it will enhance our ability to collaborate with colleagues on the UW Seattle campus, and for students to take full advantage of what the UW offers on these two campuses.

I urge you to make completing light rail to the Tacoma Dome Station, and enhancing overall connectivity from Tacoma to the Puget Sound Region, a major priority in your Sound Transit 3 plans.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark A. Pagano". The signature is fluid and cursive, with a large loop at the end.

Mark A. Pagano  
Chancellor