

**Sound Transit 3  
Draft Priority Projects  
Comments Received (North Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/20/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Planning:

You have done much planning for extension of rapid transit in this area.

Two more years of study is excessive. Make a decision based on input now.

By the time you get it built with your current timeline, we will be in gridlock worse than now. It's getting impossible!!!!!!  
Get the main line done to Everett and Tacoma .

Then add the side rails.

Boeing at Paine field should put in their OWN link. They ve been given enough tax breaks, let them pay for their own connection to the system. It's only right and fair to the taxpayers.

Timeline:

You said at the meeting you will build 30 miles in eight years. Wow.

Most of the people I talk to cannot fathom why it takes so long to build this system.

British Columbia/Vancouver built their light rail in 3 years. Hummmmmmmmmmm.

Cost:

This is a huge system that benefits the surrounding area outside the city limits. I know people who live in unincorporated areas who come to Everett and use the busses and train. They do not pay for this transportation infrastructure. These folks who live in the outlying areas (Arlington, Monroe, Granite Falls,) need to be included in paying the cost of this system. Just as my taxes support the ferries I seldom use, the greater puget sound travelers need to support sound transits expansion.

Let's get this train on the tracks !

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/20/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98203

***Comment***

You need to expand the taxing district. It makes no sense for everett residents to pay for a light rail system for all of north sno. county. The time line for const.needs to be implemented much faster. Twenty years and still have not reached the sno. county border.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98201

***Comment***

I've rode the train from Seattle to Everett and I'm wondering why there isn't a stop in Ballard it makes perfect sense or next to the Expedia headquarters. Why aren't we using what is already built. It would help alleviate traffic in the a.m. and p.m. from and to Ballard.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98208

***Comment***

Add more direct bus service from Everett to Seattle .

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Email

***Zip Code***

98201

***Comment***

There are no guarantees that Everett will get Link Light Rail here. 19 years ago I voted for this to come to Everett and we ended up with the Sounder. THAT is not Light Rail! THAT is not what we voted for.

There is too much administration, planning and money spent, taking too much time for results. Sound Transit is a farce. You want Snohomish County votes so that more Light Rail can be built within Seattle. No! No more!

I drove the Sound Transit buses and had for over 6 years. I rode them also before 2007. Traffic is horrible and it's so much worse now. We needed that system years ago, in fact, it was supposed to be done in 2007. ST2 was a lie for Snohomish County.

Get it done sooner and with a guarantee. Then Snohomish County might vote yes.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/18/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

Sorry to see the E-02 project is so low on the priority list. . Also, it should be upgraded to Rapid Rail, not "Bus Rapid Transit," which I consider an oxymoron.

**Sound Transit 3  
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Comments Received (North Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

I've been paying higher taxes for almost twenty years, and I have seen no benefit from any of Sound Transit's infrastructure or even future projects that would favorably impact the Everett area. What gives? If you are going to take my money, you could at least lie and say that I am getting something for it. I'm beginning to think that a class action lawsuit is the only thing that you people will understand.

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06/06/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I live in Mill Creek and commute to Microsoft's Redmond campus. I am forced to take four buses in the morning and three in the evening. The third morning bus, the 532, takes me all the way to Bellevue TC—and then I have to get a fourth bus backwards to Redmond. My commute is a minimum of two hours in each direction.

I find it hard to believe that there are not more Microsoft employees in the Mill Creek/Bothell/SE Everett area who would take public transit if reasonable options were offered to them. It is incomprehensible that there are numerous express routes to the University District and none to Redmond.

In the morning I take:

the 860 from McCollum Park to Mariner P&R (a 10-minute ride)

the 201 from Mariner to Ash Way P&R (another 10-minute ride after a 10-minute wait)

the 532 from Ash Way to Bellevue TC (a 40-minute ride—on a good day—after a 10-minute wait)

the B Rapid Ride from Bellevue to Redmond (a 25-minute ride after a 5-10 minute wait)

throw in walking time and it's two hours.

In the evening I take:

the 244 to Kingsgate P&R (a ride that varies wildly depending on traffic, anywhere from 30 -45 minutes)

a substantial walk (actually, a run) to Totem Lake Freeway Station

the 532 from Totem Lake to Ash Way (anywhere from 30-45 minutes, depending on traffic, always a packed bus, rarely an open seat)



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the 860 from Ash Way to McCollum Park (that is, if I catch either the 5:53 p.m. or 6:23 p.m. bus, my only two options and both of which are frequently late, sometimes early, and sometimes simply don't show up). I'm often forced to take a 201 or 202 to Mariner and walk to McCollum.

Does this sound like a pleasant commuting situation? I doubt too many of your riders have to go through that ridiculous routine five days a week.

So what's the point? Express buses from Mariner or Ash Way to Overlake in Redmond. I'm betting you would gain riders.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/07/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Dear Sound Transit,

I write to you to encourage a ballot measure to extend the Link Light Rail line to Everett. I live and work in Everett but I have several friends in the Shoreline/Seattle area. While the 512/513 runs often enough it often runs late due to adverse traffic conditions. And, to get to SeaTac Airport I presently have to transfer from the 512 to the Link Light Rail in downtown Seattle. So, if a light rail line went all the way from Everett to SeaTac, it would make getting around the Puget Sound area much easier (at least on the West side of Lake Washington).

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98275

***Comment***

From my perspective, the rail system needs 2 improvements:

1. Heavy rail needs to increase the frequency of runs north and south to every day of the week and fairly frequent trains going both directions from Seattle to Everett (with intermediate stops in between those points- Edmonds, Mukilteo). The shoreline communities, between Seattle and Everett have no easy rail alternative without a higher frequency of trains going both directions.
2. It seems the initial construction of light rail was heavily skewed to south of Seattle. We need the light rail line to continue north to Everett - the North Sound wants to make heavy use of light rail too - please build it ! We will ride it.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

When Sound Transit was originally formed, I voted for funding based on the line reaching not only Snohomish County, but to Everett. Please make reaching Snohomish County's largest city (and county seat) a major priority in your next expansion. I voted for this shortly after I graduated high school, and I now have two grown, adult children who are STILL waiting for light rail from Everett to Seattle. Also, it would seem to make sense to put light rail on the north-south 405 corridor sooner than later, as the Bellevue area is nearly as large of a commuter hub as Seattle itself. This should be REGIONAL TRANSIT, not "Seattle Transit".

Right now I can basically take light rail from Seattle to another part of Seattle. As a Snohomish County resident, I don't care about getting from Ballard or West Seattle to Downtown. I want direct access to the light rail I have been paying for (and promised) over the past decades. I want the ability to get on a train in Everett after work, go eat in downtown Seattle, and then take the train back to Everett. I want to be able to jump on light rail on a Saturday morning and go to the Seattle Center, then take light rail home that night. The Sounder train is great, but not a legitimate substitute for true "light rail" with frequent service (both ways) and multiple stops. It needs to operate more like a subway, and less like commuter rail.

But if I leave any lasting message at all, PLEASE REACH EVERETT AS SOON AS POSSIBLE. By the time you get here, you'll already be 20 years behind, and will already need to expand to Arlington and beyond. Do not hesitate, or you'll never catch back up.

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06/09/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98208

***Comment***

Please bring light rail north! The Sounder train tracks are not dependable and the 512 bus line is almost always full. We have so many people living north that are under-serviced and have been paying taxes for transit services we have not been able to access.

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06/09/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98201

***Comment***

I would like to see rapid transit go straight to downtown Seattle from the Everett Station; running at reasonable times and not just when people are coming and going to work. Older people who do not drive or can no longer drive would probably use it on a regular basis depending upon the cost. Also, if the people of Everett are going to be taxed out of their homes as things seem to be going...it would serve no purpose as no one would be able to ride it.

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06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Sound Transit should prove up what it has already promised before new funding is provided.

In addition I personally am tired of financing Seattle's urban renewal projects via baseball, football stadiums and sound transit construction.

I have always thought that BRT was better.

To the extent that I can I campaign against ST 3 and influence others not to vote for ST 3 until ST demonstrates that it can deliver what it has already promised.

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06/09/2015	Unknown	Not applicable	Email

***Zip Code***

98026

***Comment***

Hello -- We are very excited about light rail coming (in a few years!) to Edmonds. We would love to use light rail from Seattle to SeaTac except for one problem: There is no parking!! I understand that we're trying to reduce car traffic, but how can we use light rail if we can't access it? The lack of parking limits each station to people within walking distance, which leaves the vast majority out.

PLEASE, PLEASE include parking with all the new stations.



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06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Ladies and Gentlemen-You have put taxes on our cars, trucks, cell phone, home phones, rv's, trailers, tv cable all in the name of Regional Transit Authority. I don't know what you have done with the money but have noticed 98% of the improvements are being done in King County.

What have you done for Snohomish County? Why should we pay to improve Bellevue, Mercer Island and Seattle's marketability?

You should terminate the taxes you have railroaded us with and charge them to the King County people.

It's B.S. and you know it.

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06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello,

I'm Daniel Pak, resident of Mill Creek, WA.

I have the following questions/comments:

- 1) I am concerned about how the new stations and railways will be able to withstand an earthquake. Will the new stations and railways be able to handle an earthquake? Is Soundtransit taking any precautions?
- 2) Will Soudtransit develop parking spaces next to stations?

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06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

[See attached PDF.]

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98037

***Comment***

I would like to see light rail extended to Everett. The North-South congestion on I-5 from Snohomish to King county is always congested and having light rail as a commuting option during the weekday and to get to events in Seattle on the weekends would be fantastic.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/11/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

To Sound Transit:

I live in southeast Everett, near Silver Lake. I moved to western WA just barely two years ago, having moved from San Diego, CA. The traffic here is almost as bad as in San Diego (which is terrible, 24/7). This is a real frustration for me. I am also in a 'transit hole' here. There are buses, but none convenient during non-commuting times via Express buses, to West Seattle or downtown Seattle. And no rail lines except for the Sounder during commuter hours.

Please, please, extend the Link to Everett. And don't wait until 2023 or later. Find some way to do it ASAP! (I'm a retiree and hope to live long enough to use such a transit rail line!)

In San Diego, when we moved there in 1982 the population of the County was 1 million. Not bad traffic, either. By the time we left in 2010, the population of just San Diego County was 3.5 million. I-5 and I-405 there were in gridlock every day of the week, every hour of the day. The drive across town that used to take 15 minutes, now took 45 (with luck). However, the transit there decided to build a light rail, called The Sprinter; and add a commuter train, called The Coaster. It made all the difference. The freeways were still overcrowded. But I could now hop onto the Sprinter to go around north county; then transfer to the Coaster or to an Express Bus to get to downtown San Diego.

I grew up in the San Francisco Bay Area. I can vaguely remember having to take ferries across the Bay as a very small child. It took forever, but was fun. Then they built bridges and finally, BART. I was just in San Francisco to visit family. It was made so much easier by the new BART station at Oakland Airport; then took BART to Concord to see family. Easy-peasy. I also used to live in northern Virginia. We would

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always take the METRO train into town. They ran extra trains, later at night, for big events like presidential inaugurations and Fourth of July celebrations.

In all these instances of light rail transit, it was convenient, clean and safe, easy to understand and affordable. It is the only way our sprawled-out city and regional outliers can connect with one system; and manage to transport the million-plus new souls that will be moving here soon. This system can be added onto or modified, over time and growth.

Please, please build a Link station to Everett ASAP. We need to try to stay /ahead/ of our growth, not play 'catch up'. I am a senior citizen on a limited income. Yet, I am very willing to pay for this by some kind of tax. I will benefit, and so will my 3 children who live here. I hope you will consider my point of view when crafting legislation for the 2016 vote.

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06/13/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98203

***Comment***

Is there any way to build to Everett the link when you are building to Lynnwood? This is long overdue and should ALREADY be in place!!!

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***Comment***

I especially support light rail to Everett. I do not think there needs to be a link to Paine Field. Paine Field is supported by mega-freeways and buses would have less impact on the neighborhoods.



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06/13/2015	Unknown	Not applicable	Email

***Zip Code***

98201

***Comment***

Hello you high school dropout losers. Hope you're on the welfare line soon. Why? Because the incompetent retards you hire for so-called "outreach coordinators" must be 5-yr olds with Downs Syndrome. A poster on a Starbucks bulletin board is how you announce an upcoming Sound Transit planning event at the Everett Station on June 18th???

Your poorly maintained website has no mention of the event. No wonder our tax dollars are being sucked into a rat hole.

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06/17/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

As a public librarian who worked in 24 different Sno-Isle libraries and did outreach to many rural communities, I ask you to route the new system through Highway 99/ Aurora to serve:

new immigrants

lower income folks

those who live West of 99 like me!

Thank you for listening. I attended the early hearings on Growth Management and support our plan even though I may not live to use it :)

Having lived and visited many cities with fine systems, I would have voted for mass transit in the 1960's and 1970's if we had lived here at that time!

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<i>Zip Code</i>			

***Comment***

Thank you for the opportunity for taking the survey. My answers were oriented toward the north end (Everett, etc.) because that is where I live. Having commuted Everett to Renton for nearly 7 years via van pool, using both I-5 and I-405, and talking to a lot of other commuters, I have four suggestions that may not be addressed in your survey:

1) People love the Sounder train. They would love it a lot more, and a lot more people would ride it, especially in the winter, if it were not so susceptible to closures from mudslides. Please take whatever measures to fix that, and publicize that greatly.

2) The Sounder is great for those going to downtown Seattle. It would be nice to have trains that went further. Changing trains in Seattle reduces the options and discourages people. Could not those same trains go back and forth, say, Everett to Tacoma and accomplish the same thing?

3) A combination of light rail and more buses will do wonders for freeing up traffic. If the number of cars on the freeways at rush hour were reduced by 10%, or even 5%, traffic flow would increase dramatically.

4) Closely related to 3) above: The money being spent on the HOT project would have been much better spent adding HOV (or even transit only) left lane exits and expanding the Park 'n Ride lots, at a fraction of the cost. That would speed up the bus service greatly. HOT did not work like they say it did on Route 167. The only thing that paying tolls will do is make people more cynical about government.

Two other observations concerning the increased traffic on I-5 and the I-90 bridge:

\* The first big increase came about because of the tolls added to the SR 520 bridge.

\* The second big increase came about when gasoline prices dropped about a year ago or so.

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*Zip Code*

***Comment***

To best serve Snohomish County and Everett lets extend the light rail line north from LTC to Everett Station via Paine Field (going up Airport Road toward Boeing and then continuing up adjacent to HWY 526 after serving Boeing). Then it could continue N. along Evergreen Way to 41st, then it could continue E. to Broadway and then N. along Broadway ending at Everett Station. I personally don't recommend extending the line N. of Everett Station at this time. Local ET service can connect the Everett C.C. and surrounding areas. This plan also links up with community transit Swift line and other service. Thanks.

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***Comment***

Take out the Edmonds Sounder station you just rebuilt it. If that is on ST3 plans it will be lambasted and lose you votes. A north downtown Seattle station would attract a lot more riders.

Build a spur to serve Boeing not a diversion of the mainline.

Build bus flyer stations at Mariner, Swamp Creek and on I-405 between Canyon Park and I-5 (this on a map would win a bunch of votes in the area which is very difficult to get to transit now).

BUILD THE 220TH STATION with ST3 (or when you open to Ash Way) !!!!!!! THANK YOU! good luck building...

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06/04/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98292

***Comment***

I commute from north of Everett into downtown Seattle and would LOVE to see the light rail extended northward. That would rival CA's BART in terms of convenience and coverage.

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***Comment***

I have been following the light rail projects from the first voting and like where you are going. I just wanted to add 2 points to your planning

- I'm very concerned about travel time as you plan to add 2 more stations to the north line in ST3. When you extend the line to Everett their travel time to Seattle could become very long. I'm especially concerned about travel time from Lynnwood to Seattle since I live in Edmonds ;-)

Have you considered adding bypass lanes so you could have an express train with limited stops from say Lynnwood to Seattle? It is already crazy to think of how long it takes from downtown to the airport. (where you plan to add an additional stop)

- Can you plan to speed up the ST2 development as part of ST3? 2023 is still a long way out so can you start sooner like you did for the south 200th st segment? Maybe complete Northgate AND Lynwood in 2020? I would vote for that ;-)

Just FYI your new survey is broken. On the 3rd page the radio buttons are only from 1-3 and you can only have one 3 for the column.

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<i>Zip Code</i>			

***Comment***

Hello,

I just took your survey. I was hoping there would be space to add additional comments on the survey form, but since there wasn't, here goes:

I live in Everett & work in the South Lake Union neighborhood in Seattle.

When my office first moved to this area from Ballard, I started routinely riding the 513 route because it was so easy. I could catch it two blocks from my house & then get off 4 blocks from work. The schedule worked well with my work schedule, and it was not super crowded (I never had to stand) – and I became part of a little bus community.

When this route was decimated, I quit riding it. Trying to coordinate with the Everett Transit routes became difficult, because almost immediately after the 513 route was chopped up, ET quit running one of the two routes that I could use to connect to the 513. It wasn't too bad in the morning, but we almost always missed the connection with the ET 7 route in the afternoon. In fact, quite often, the 513 has to wait for the 7 bus to pull away before it can pull up to the bus stop, thus ensuring that I miss that connection. And instead of the ET buses coming every 10 minutes or so, as I was initially told by Sound Transit, it's usually 20-30 minutes before the next one comes. I can tell you it is not pleasant to stand there on Evergreen Way at 5 p.m. waiting for the next ET bus.

MEANWHILE, as I'm waiting for the ET bus, usually at least 2 Swift buses go by – so it makes me wonder – why couldn't the ONLY terminus in Everett past the Eastmont stop BE AT A SWIFT STOP, where one has more options? If I could ride the Swift, I'd be home before the 7 ever trundled up to the stop again. Instead of tacking another 30 minutes onto my already lengthy commute, it could be more like 10 or 15 minutes. I have better things to do than stand around on Evergreen Way.

Regarding Eastmont, I have to drive there. (OK, I could drive to the Evt Transit Center, and take the 29, which takes like a half hour or something, and it doesn't start early enough in the morning.) There's plenty of parking, but the nice big shelters that were there are gone, replaced by a tiny lean-to with little room for sitting or standing, and very little protection from the weather. Again, not a pleasant place to wait.

After the for-all-practical-purposes demise of the 513, I started riding the 510, catching it at 38th Street, near the stadium. Sometimes I walked, sometimes I drove. There was plenty of street parking, and it came by very frequently, so



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it was very convenient. Until THAT STOP WAS REMOVED. Ostensibly due to lack of parking for businesses in the area...whatever. There is a parking garage there that is NEVER full; I really think the Aquasox fans complained to the city because they couldn't park right next to the stadium. Again – whatever.

So, the 510 became less convenient. I can catch it at the Evt Transit Center, a short drive (past all the homeless people) – but there is tight parking, unless I go all the over to the other parking lot (other side of train tracks) – which makes it not a short drive anymore. The 510 isn't bad in the morning, but it is usually so crowded in the afternoon that I have to stand. The last thing I want to do is be crammed into someone's armpit for 40 -60 minutes, standing on a herky jerky bus. Just what I want to do after a long day of work.

The Sounder train is lovely, but it goes way south of where I need to be. It used to be a lot longer ride than the bus, now it's often about the same. But it still has the inconvenience of having to backtrack clear across the city to my workplace. Also, there are only 4 trip times each way (not counting the Amtrak run), so heaven forbid you need to stay late at work. I would ride it on the weekend, as it would be a great way to go to Seattle. No such luck, except for game days. And then of course, there is the mudslide issue. It's not a reliable option during the rainy months of the year. Didn't that occur to anyone before they came up with that idea?

In short (ha, ha) – over the last 5 years, riding the bus has become increasingly inconvenient, complicated, and uncomfortable. It takes just about as long as carpooling or even driving alone, so there is no time savings. And speaking of savings, I have a full-paid free Orca pass through my employer – and even FREE is not enough to induce me to routinely take Sound Transit. I would love to ride the train, if I didn't have to go all the way to King St. Station, and if it were reliable in the winter.

So how do I get to work? I either carpool (2 person) or I drive alone. It may take a long time, but I am not squished in a seat or standing, I can control the temperature, listen to my radio instead of someone talking on their phone, etc.

I'm sure you are aware of the recent article in the Herald, where Everett's mayor called out Sound Transit for failing to make good on the promises of 20 years ago. In the North end, we've been steadily paying our taxes for Sound Transit, and all we have to show for it are two bus routes that are not convenient, comfortable, or quick – and a train that mostly doesn't run in the winter. By the time light rail comes to Everett, my work life will be over – so, what good were all those taxes I paid? How did it benefit ME?

I definitely feel like the North End hasn't been a priority, and it sounds like that isn't likely to change anytime soon. Disappointing to say the least.

Thanks for listening.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
07/07/2015	Unknown	Not applicable	Email

***Zip Code***

98034-3098

***Comment***

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.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
07/07/2015	Unknown	Not applicable	Mail
<i>Zip Code</i>			

***Comment***

[Please see attached letter]

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
07/07/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98008

***Comment***

Forget the Ballard/West Seattle link. Where possible, focus on adding buses, which are cheaper and can be more flexible.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/29/2015	Unknown	Not applicable	Mail
<i>Zip Code</i>			

***Comment***

[Please see attached text]

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/29/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98028

***Comment***

Please add bus rapid transit on NE 145th St and bus rapid transit or light rail on SR522, as well as park and rides along these routes.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/26/2015	Unknown	Not applicable	Mail
<i>Zip Code</i>			

***Comment***

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.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/22/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98011

***Comment***

I lived here in the 90s, and recently moved back. The Seattle metro area is far behind Denver and Salt Lake in development of rail transit. Matching local funding sources for transit facilities is key to being competitive with other metro areas. The "new starts" process with FTA is extremely competitive. A voter initiative should be a priority for Sound Transit. The sooner the better to meet mobility demands for the future. The congestion on roads today is negatively impacting economic development of the region. It will only get worse without significant measures to improve transit.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/22/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98034

***Comment***

looking at our current traffic needs the eastside, 405 corridor, needs improved access, beside just allowing the rich pay for a faster lane. Light rail, should go through I-90, go north, with a connection in Redmond and then travel further north either to Bothell (where it could connect through Lake City Way) or travel all the way to Lynnwood.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Mail
<i>Zip Code</i>			

***Comment***

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,

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98052

***Comment***

I am not happy with the east link extension to Redmond not having a stop at NE 51st street. Without that stop I will campaign against ST3 as that is an essential link into Redmond centers and neighborhoods that will simply be bypassed for no good reason

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Not enough thought given to BRT on dedicated busways!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Email

***Zip Code***

98005

***Comment***

I am distraught that ST is bearing the entire burden of providing service infrastructure without apparent financial contribution from the communities it will serve. For example, it seems to me that cities like Kirkland and Redmond (and others) are building dwelling units at a dizzying rate and yet, their depts of transportation contribute nothing to the needs for their new and present citizens to get around. In other words, they leave ST to take care of their transportation needs. This seems inappropriate and unfair in that some parts of the tax area for ST will not see much improvement in their situations in anything like the near term future. In a better world, ST ought to build the backbone of the system while the local communities should be building the branches of the tree to connect to the trunk funded by all dwellers in the county or better, the area that is building ST, especially its rail based system.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Why do all ST 545 westbound buses go from Bear Creek P&R to Redmond P&R and then around Redmond before getting onto 520? Why can't the route go from Redmond P&R to Bear Creek P&R and then get directly onto 520? Many people from Sammamish use the Bear Creek P&R and deserve quicker service from Bear Creek P&R to the 520 stops and downtown Seattle. The same principle applies to the eastbound commute. After all, Sammamish residents pay ST taxes, too. The way ST 545 is routed now, it is NOT an express bus from Bear Creek P&R to Montlake or downtown Seattle.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

To Whom It May Concern:

Please put on the November 2016 ballot a vote for King County residents to spend funds on creating a light rail for the SR 522 corridor from UW Bothell to Downtown Seattle, through Kenmore. This is really important. The road cannot be expanded any wider and population/traffic has gotten terrible!

Thank you.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Email

***Zip Code***

98052

***Comment***

Bellevue to Redmond light rail extension would be a great transit option in eastside corridor. As you are aware, that is a very busy route for Sound transit 545 express bus from Redmond to Seattle. Having a light rail option on top of that would go a long way in alleviating the crowded ST 545 bus service.

Today, Redmond residents do not have a good transit option to SeaTac. This light rail extension will provide us with an option to use mass transit to get to/from SeaTac and reduce problems with I-405 congestion and crowded parking options at the airport.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello,

We'd like to voice our family's support for:

1. Bus Rapid Transit on NE 145th St
2. BRT and ultimately Light Rail on SR 522
3. Structured Parking along the Bothell Way Corridor

We urgently need all three of these projects fulfilled and completed as soon as possible. As residents of Kenmore for over 2 years, we have noticed the lack of adequate infrastructure and service capacity for this area (we previously lived in Redmond). As our region grows in population and as our local streets in Kenmore are becoming more and more congested, expanding mass transportation capacity is a necessary endeavor - let's do it NOW.

Expanding commuters' options to move efficiently between the Northshore cities (Bothell, Kenmore, etc.) to Redmond, Bellevue (the big corporate Eastside cities) is one of our personal requests. Please note that we need more parking capacity at our park and rides (namely, the Kenmore Park and Ride).

Thank you for taking our voices into consideration.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Your stated plan for the Renton to Bellevue leg in ST3 is Bus Rapid Transit (BRT). In this email I will detail flaws in this plan for your consideration.

- 1) BRT was conceived a decade and a half ago when no one foresaw the growth of population and change in commerce in our area to the degree we enjoy today. In addition, the massive home developments that exist now we're not understood.
- 2) Over the next 20 years a Portland sized city of population will be moving here as cited at the 405/167 executive Committee meeting this week
- 3) There are presently NO funded incremental lanes for 405 in which BRT can operate.
- 4) Your plan from years ago assumed these lanes would be built by now and both the lack of Transportation Funding from the State and a sound defeat of the funding package by voters in 2010 has stalled any investment
- 5) Judy Clibborn, Chair of the State House Transportation Committee, announced last week that the Transportation Committee was suspending further budget negotiations "at the request of party leadership" so they could focus on getting agreement on a state operating budget.
- 6) Judy Clibborn is putting more priority on satisfying the demands of her party then meeting the transportation needs of the public and commerce in the region. Thus Sound Transit's BRT plan is at the mercy of "party politics."
- 7) Further evidence of the tenuous condition of your BRT plan: Since taking the leadership of the Transportation Committee, Judy Clibborn has NEVER passed a transportation budget.
- 8) If you don't know it, the money in the "as yet unfunded" transportation budget on the table in the Legislature is for a "405 Skinny" project that only adds one lane each North and South and does not fund the ramps needed nor the BRT station at exit 9 on 405.
- 9) the biggest flaw in the plan is that BRT will not produce a predictable commute and have limited capacity. A single truckload of bees has the ability to stop the BRT system and the increased demand on our roads will further increase this vulnerability.

Given this list of real and factual flaws, the Sound Transit Board needs to re-evaluate the costs of Light Rail vs BRT in the 405 corridor. Your long range plan shows high capacity transit for this leg but doesn't define it. With elevated light rail in the center of 405 you can eliminate right-of-way costs used in the original calculations. At a minimum, Sound Transit 3 should provide for investment in infrastructure needed to support a future light rail in the 405 transit corridor.

Not a single dollar is allocated and not a single brick has been laid. You have the OPPORTUNITY to build the right system with a high capacity predictable commute. Don't just implement an old plan that won't effectively meet today's needs.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Email

***Zip Code***

98028

***Comment***

There are no scheduled meeting or presentations set for the north end area of Lake Washington, like Kenmore, Bothell, or Woodinville. Yet there are in excess of 50000 vehicles per day transiting along SR522 (AKA Bothell Way). There are also vehicles using multiple side streets and arterials in efforts to "get around". The park and ride in Kenmore is FULL to overflowing every day.

There is strong need for better transit options along this major corridor along the north shore of Lake Washington. Please make this area a priority to help alleviate the daily multi-hours-long congestion! Thank you.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98028

***Comment***

I feel very strongly that Bus Rapid Transit should on Bothell Way to 145th St and that Light Rail should extend up the Bothell Way Corridor. This is a route that serves the westside, eastside, and North King County. It provides an additional way to serve all these areas in addition to the floating bridges and I-405 south of Lake Washington.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98028

***Comment***

While I ride Transit to commute to my office, and I would love to see more expanded service in the Kenmore area (including a parking garage vs. land parking, a pedestrian crossing on 522 vs using the signal adding at time 4+ minutes to just cross the street), I'm afraid that I have and would vote No on any additional funding measures unless there is work done to combine the transit agencies.

We currently have King County, Sound, Pierce, Community, etc, all serving the same areas. Even for the 522 commute, we have King and Sound providing the nearly exact same route. And because of the negotiations, I've ridden King busses but paid Sound prices because of the operation agreements.

Until we can reduce the overlap and improve on the inefficiencies of this, you will likely continue to see me vote No.

As a person who use to live in the Portland area, I really enjoyed using the Max system there. In Seattle, I find it to be a poor implementation and lacks a real plan to move from the old style of hub/spoke and having to have one bus to get you all the way, to a more modern primary feeder system where the busses connect to the Light Rail near to your final destination for the last mile delivery.

Thanks.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

Metro: get rid of route concept "Frequent" and stick with a combo of Local and Express. Make the Local routes very localized such that these routes don't cross city lines for the most part. Make the Express routes the ones that travel on freeways and highways and connect the cities to each other. We need one fare options so riders are not charged double because of needing to use more than one system. Allow purchase of youth ORCA cards at other locations; not everyone can get to downtown Seattle to buy one! Allow children to ride on their parent's ORCA card. Children under teenagers won't be riding alone anyway! As the baby-boomer generation ages over the next couple decades...ensure buses serve ALL senior citizen communities, especially independent living communities. Before changing or eliminating ANY route, check for any social service agencies along that route and ask them how a possible change might affect the low-income, disabled, senior or other disadvantaged people groups served by the agency. Light Rail is a great idea but we have to have usable mass transit on either end and along the way between homes and businesses to the rail route.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

Good graphics- support HCT along I-405- needed to provide options for the most congested corridor in the state.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

***Comment***

Great job! I would like to see picture maps depicting proposed routes next to the options on the survey. Many of my co-workers found the survey confusing. Also, side presentation note, situational awareness during open session- staff consider standing a little farther away from the poster boards to let people see. If you notice a group hogging the space, ask them to step way for the benefit of others. The two running the dot map need more coaching.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

Sound Transit- as you probably know, a stadium proposal is likely to pass near the Tudwila Sounder Station. As such, I believe you need to put some extra focus near there, especially on I-405, as that is basically the only way to get there (there are others , but I-405 needs focus as it is!) You should also prepare for extra sounder service to that station as it is closer to the proposed arena sit than stadium station is to Safeco field! You may also want to re-route some buses to near tehre, but you should focus more on extra service. Metro- I believe this means more people going there on game day, so you should probably focus on service near there, especially if it passes.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

I was disappointed in the following: Very limited information showing the cost-effectiveness to taxpayers of transit proposals. Public mass transit is cost effective because it allows infrastructure investments to be deferred. Please include that information and make that case. ; 12,000 riders/hour capacity is misleading. Light rail trains only come every 7.5 minutes not every 5 minutes. You can justify light rail without lying. I was impressed with the amount of planning that has been done.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

***Comment***

Perhaps have an I-5 light rail station immediately above I-5 in the Seattle to Eastside connection. Also have buses be able to exit I-5 onto a special exit ramp (exit 164A buses only) to I-5 station. This way people can transfer from a light rail train to a bus or vice versa immediately above I-5 with immediate access to I-5. I spoke to Eric Chipps about this on 6/23/15. He told me that with your present plan to go with the "International District" station (the closest access to I-5) would take about 3 minutes with no traffic/ 10 minutes with (???) from the International district station as concerning access to I-5. Likewise, build a I-405 station on your proposed Kirkland to Issaquah light rail route with same principle in mind.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/26/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98075

***Comment***

I'm 27 years old, and though I live on the Eastside, I work and play in Seattle. My main priority is to have a fast, consistent, 24 hr system that will link me from Eastside hubs like Redmond and Issaquah directly to Seattle, where I can go onto Ballard or Capitol Hill. I prize speed, availability and safety above all, because I may want to come back at 2 AM. I know many, many people my age who are in similar positions, they live on the Eastside, but are always going into Seattle. Best get us off the roads.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

***Comment***

1) I-405 looks HOPELESS. I see the buses caught in the express lane traffic- they need a dedicated bus lane on 405. 2) Charge a nominal amount for parking in the park and rides- use the ORCA card to collect. 3) I'd use the 246 to connect to the DT Bellevue transit center if it had a more frequent schedule. 4) I worry about the parking and DT Seattle express service when the Light Rail link is under construction. 5) happy to help further in whatever way I can.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

One problem that seems to always happen if you commute from one agency to another. The transfers are awful. Leave the ferry and the bus is just leaving. Leave the train and miss the bus. You have to allow for an extra half hour if you want to make sure the transfers work. It's as though Metro/ST/Wash St Ferries have no idea what the schedules are outside their worlds.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

Extending light rail from Overlake to Downtown Redmond is a priority, but the plan of record makes no sense. The "button hook" route was designed in order to allow light rail to extend to the Redmond Transit Center, but now that this option has proven to be impractical, a better route would be to leave SR-520 around Leary Way, travel along the west edge of the Heron Rookery, and then continue along the BNSF corridor (in the opposite direction) to a terminus near the eastern edge of SR-520. This would serve exactly the same stations in Redmond, but in a different order that would likely provide faster service, be less expensive to operate, and less expensive to build.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

Metro: since you cant distinguish between 1 person says all Freq and three people say all three modes equally, I want to let you know that I weigh it as 3 freq, 2 express, 1 local.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/26/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Is there any document which shows the estimated values for each of the ST3 projects being considered?

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Public Meeting Comment Form

*Zip Code*

***Comment***

Would like more local service between cities on east side- for folks who work at home being able to get to local hubs for groceries or entertainment.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Public Meeting Comment Form

*Zip Code*

***Comment***

Look more carefully at growth in Sammamish esp. along 228th Ave. A new UW satellite campus is going in on 228th at NE 2nd (former Mars Hill Church property) 3 new communities are being constructed along 228th between SE 30th & NE 8th. Where was the Sammamish rep for this open house? Need better connections between Issaquah, Sammamish & Redmond.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/27/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

What is the undeniable truth in discussing solutions for our choking traffic here?

Just look around you when you are on I5 or 405. Four lanes going forward. One HOV and three single occupant vehicle lanes. People complain about traffic but want the other guys to pool it and take transit. Three of the four lanes are stuffed with one driver per car. Trucks, giant SUV's, etc. all burning fuel and clogging the roads with one occupant who bitches about traffic but will not consider pooling it with another commuter. I have no damn sympathy for these people. You are the problem and you can be the solution. But you don't want to do anything but bitch about all the traffic and the taxes, construction delays, accident delays, etc.

You single occupancy drivers who can pool it with other commuters have no one else to blame but themselves. We cannot build our way out of the problem with traffic by building more lanes and transit systems. The fact is, and history has proved this, you build more lanes, you build more transit and more will stay in their cars and more will move here. Look at the I90 bridge project. Many more lanes all over Mercer Island and beyond going east and west. So what happened? Easier commute? No, more people decided to drive alone, which filled up all the new lanes. You could build 20 lanes in one direction and in time they would fill up with single occupancy cars.

The more you build, the more will decide to stay in their private car alone as the population grows.

No one will say the truth which is, horribly difficult traffic is here forever. That's just the way it is and will be.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

***Comment***

State Route 522 carries 40-50K cars/day- more than Aurora through Seattle ST's 522 route is full to capacity and is the only option for folks who want to avoid the increasingly bad traffic. Transit is the only solution for this corridor. SR-522 is listed as a potential HCT corridor-now is the perfect time for Sound Transit to turn SR-522 into a BRT or light rail corridor, especially if you want to get those riders to Link at 145th.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/27/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I have lived in Kirkland since 1982 and am philosophically a strong supporter of public transit. I have always supported transit at the ballot box and would prefer to continue to do so. Unfortunately, my support going forward is predicated on what Sound Transit does in regards to service to Kirkland. Every time a ballot measure is on the ballot I vote for it and the City of Seattle gets more service. I have finally figured out that I'm Seattle's "cash cow", I help pay for enhancements that never serve my community. I work in the Eastlake neighborhood of Seattle and it would take me 3 hours to commute back and forth to work using transit. Previously I worked in south Bellevue and it would have taken me 2 hours. That is an unacceptable amount of time and nothing substantive has changed in Kirkland while Seattle gets light rail, bus rapid transit and more and more bus service. It's our turn! I will not vote yes for any transit measure going forward that doesn't include additional service for Kirkland. I'm tired of being played for a sucker.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98028

***Comment***

Do not increase property tax for your grand ideas.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98074

***Comment***

[Web form sent from ST3 website with no text]



**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

We have lived on the Eastside since we moved to WA in 2002. We have always found it impractical to use public transportation. When I was still working in Bellevue, I generally had errands to run most days on my lunch hour, including going out to lunch, and frequently multiple stops at disparate locations on the way home. Using public transportation for my 20 minute car commute would have been completely impractical due to the reasons cited below.

In we retirement we have an antique business. The largest part of our driving is to antique sales, flea markets, auctions, estate sales and garage sales.

Mass transit just will not work for us because:

- 1) When we go out for business we attend multiple sales often with many miles between them. We would never be able to get there on public transportation.
- 2) We generally buy much more than we could carry on public transportation.
- 3) When we go out for entertainment, e.g. to dinner and a movie, we often combine that trip with shopping before and / or after, often buying more than we can carry. Also we very often opt to eat at a restaurant that is not near the theater.

In retirement, we are facing constant large increases in property taxes, cell phone bills, cable bills, car insurance, and medical premiums. Our goal would be to have our taxes reduced, NOT increased for more public transportation projects we will not use. We realize there is an overall goal of reducing traffic congestion and lowering emissions, but we simply do not want to be any more burdened with expenses in retirement than we already are.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98040

***Comment***

absolutely oppose the proposed Light Rail/Bus Interchange proposed for Mercer Island. This interchange belongs at the South Bellevue Transit Center. Placing the interchange on Mercer Island will adversely affect traffic and air quality

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

If you expect the voters in King County to continue to support light rail projects, then, move up the dates of completion of the light rail completion on the Eastside. On many days, traffic on 405 is worse than I-5.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Dear Sound Transit Planners:

The perspective I bring comes from two facts about me:

I was born and raised in Boston, MA, and rode the trains nearly daily for many years.

I have traveled extensively internationally, and I'm struck by the efficiency, cleanliness, and convenience of even mid-sized cities' rail systems.

I have three suggestions for you as you work on what Sound Transit should look like in the future:

Take a very long view. Transit infrastructure will matter most to our grandchildren and great-grandchildren. (That's assuming the world lasts that long, but that's another issue!)

Do it right to start with – no skimping to save a few bucks now. I'm really impressed with the continued value of Boston's subway system, put underneath the center of the city over 100 years ago. In Seattle we're already behind, not only because we have waited so long to get started, but also because we'll outgrow our tiny bus tunnel soon. Think where we'd be if the rail rapid transit Forward Thrust measure had passed in 1968!

Get city, county, state, and federal governments to cooperate with you in designing a very long term plan.

I can give a good example of failure of #3 so far on Mercer Island, where I live. First, Sound Transit paid for a P&R garage at the main bus stop. The building was poorly designed, nearly collapsed during construction, and now can't be expanded because of the problems. Not only that, but it fills with commuter autos, many from the Eastside, by 8 am on weekdays, making it difficult for Mercer Islanders to park there. Second, Sound Transit proposes to pay for a new parking garage next to a park and an uncomfortably long walk to the bus stop, causing community outrage. Third, Sound Transit is floating the idea of making Mercer Island a major bus hub connecting with the coming light rail along I-90, with no allowance for extra parking, convenience for riders, or what all those buses will do to Mercer Island's downtown atmosphere.

To me, the solution is obvious: Build a transit hub over the freeway where the light rail station will be. Build a (well-constructed!!) multi-story parking facility on top. To do this, Mercer Island city, Sound Transit, Metro Transit, WSDOT, and probably the federal government all need to cooperate with one another. We need to think in terms of: "What will our great-grandchildren want as transportation infrastructure to be already in place?"

Thanks for reading this, and even more thanks if my thoughts lead to an altered approach to transportation planning.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I want to know why the Rapid Ride buses between redmond and bellevue are ALWAYS empty. No matter what time of day, there are never more than 5 people on it - even in am and pm rush hours. It is an extreme waste of money to have an articulated bus going all day with less than 10% occupancy? Then you want us to vote and support transit?

Redmond WA resident.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email

***Zip Code***

98056

***Comment***

Dear Sound Transit:

I have commuted from the Renton Highlands or Newcastle to the UW for the last 20 years. The commute gets worse every year--especially in the afternoon commute.

There are no good transit options. It generally takes me about 1 hour to drive 16 miles from the UW to Newcastle. I see Sound Transit does not have any long range plans to link Newcastle or Renton to the Bellevue-Seattle light rail system, Busses are not a good option. They have to travel the same crowded highways as cars. During rush hour traffic HOV lines still crawl along about 10 miles an hour on 405. 405 between 520 and Coal Creek Parkway is a huge bottleneck every afternoon. (it generally is worse than I-5 S at the same time) and the S curves on 405 N are a huge bottleneck every morning. Yet Sound Transit's plan does nothing to address these traffic issues. It seems shortsighted to leave a significant portion of the Seattle area's population out of your plans. Please let me know your response.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98028

***Comment***

I think the next expansion should be to West Seattle, there is only three ways off that place. give 'em a break, and relieve the traffic. and I live in Kenmore, there are many ways to and from Ballard, why send the lite rail to Everett?? The sounder train works great. don't waste the money there. give West Seattle some love.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Your survey is so one-sided in favor of light rail for everything. Light rail is too expensive for taxpayers and we don't want it in residential areas in our backyards or on our major arterial streets. It brings bad elements into our neighborhoods, not to mention excessive noise and cost of the project. Why not include the option of better express bus service to voters on these same routes that are proposed in your survey? Express bus service provides the same transportation as light rail without all the cost to taxpayers and disruption to neighborhoods.

We need new leadership who will respect taxpayers. Our property taxes are so unaffordable already and the expansion of light rail will put the nail in the coffin for affordable housing for most people in King County. Why don't you light rail advocates ask how the taxpayers of Portland feel about their MAX light rail? They don't use it, feel it is unsafe to ride and hate the huge tax bill it imposed on them for years to come. My vote is for new leadership, not light rail.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email

***Zip Code***

98040

***Comment***

Comments on ST3 per Sound Transit Request “Where will Sound Transit Take you Tomorrow”?

Answer: NOWHERE USEFUL OR WORTHWHILE

The following comments on ST3 are provided per the request of Sound Transit’s mailing to region citizens during the week of June 9th, 2015:

ST3 is inappropriate, unsound, bad government policy, unworkable, potentially unsafe, is a waste of tax money, is inferior to other much better local, regional, and national transportation alternatives, and should NOT be adopted.

Even your evidence citing why ST3 is needed is completely misleading, biased, untruthful, and is an insult to your readers intelligence and the region’s taxpaying Citizens. Just as an example from your own material, and contrary to your assertion, that “a light rail line can move up to 12,000 people daily per hour in each direction, compared to 700 cars per hour in a congested freeway lane”, you have to know that from any scientific and engineering perspective that any such statement is entirely self-serving PR baloney. The ability to serve any market for any mission depends entirely on the TRUE Origin and TRUE Destination of each person, or group, or commodity to be transported. IT IS COMPLETELY INVALID to try to compare a train trip requiring secondary trips on both ends to a car trip which can service an actual real origin and destination. Trains ONLY pencil-out without huge subsidies where both actual O&D locations do not require complex augmented transport on both ends of the common rail link. Such high DENSITY DOES NOT EXIST in our region and NEVER WILL. In fact it barely exists in some of the world’s most dense cities.

Stated another way, you just try to carry a 4x8 sheet of plywood from Home Depot to your back yard on any highly subsidized “train to nowhere”, or take an injured child to the doctor, or even get groceries from Costco, or report to work at a 4am preflight in Everett from Mercer Island or the Sammamish Plateau on a train. IT DOESN’T WORK NOW, and NEVER WILL.

Further, it’s increasingly clear that recent serious engineering failures plague our regional transport projects. Better citizen and government oversight is needed. The 520 bridge was flawed, boring Bertha is stuck, contrary to assurances, buildings are sinking, and Sounder rail landslide closures abound. Worst of all, the pending plan to convert the center lane of the I-90 Floating Bridge to light rail is far from assured to be safe.

### Sound Transit 3 Draft Priority Projects Comments Received (East Corridor)

Instead of wasting more money on ST3, Sound Transit needs to step up to more carefully monitor the safety aspects of this pending I-90 light rail mess of a plan. We'll surely suffer the consequences if we fail "due diligence".

The floating bridge is our "lifeline" for Mercer Island. It's bad enough to be unnecessarily losing our MI SOV/HOV access, just as "intelligent vehicles" are being introduced. Instead, we should have been preserving center lane HOV/POV right-of-way, not giving it up. Those lanes are wasted on highly subsidized light rail that can't ever adequately or economically serve "origin and destination" demand.

But worst, it's inexcusable for Sound Transit to be failing to heed critical safety danger signs for this Rube-Goldberg I-90 light rail schema. The seismic related slosh alone in Lake Washington that could sink an entire train is huge. It's past time for our elected representatives to demand REAL answers from WSDOT and Sound Transit, to the "open engineering safety questions" that remain.

The same firm that seriously failed Seattle on tunnel engineering, turning it into "Big Dig II", "Parsons Brinckerhoff", was also in charge of engineering to convert the I-90 floating bridge across Lake Washington to a "part-highway part-railway" structure for Sound Transit. Useful public information for the safety of that conversion is virtually nil. WSDOT and Sound Transit won't discuss it. There is no significant public evidence that WSDOT or Sound Transit has ever adequately monitored the engineering work on I-90 for this unprecedented and risky rail trackbed system. There was little apparent "independent engineering" done, or "non-advocate review" completed validating the plan (e.g., for ripping up the roadway and sinking electrical system pylon supports into the hollow-box concrete pontoons). We deserve better oversight by Sound Transit for this whole I-90 light rail mess. From the botched P&Rs, to a ridiculous bus-rail transfer schema, to potential future fatalities on unsafe or unreliable I-90 light rail train tracks, ....better governmental oversight is clearly needed.

As to the MI Proposed Light Rail Station... if it is EVER built at all (and it shouldn't be built, it is a waste of money in an era when "intelligent vehicles will become the global norm), the MI light rail station needs to be SMALLER, below ground level, designed FOR LOCAL RESIDENTS USE ONLY, USING AN ESCALATOR AND ELEVATOR.

NO Eastside bus-Rail transfer schema should EVER be located on MI. Period.

Most important, ST3 should be dumped as a very bad and wasteful idea for the entire region. It should never even be put to a ridiculous manipulated stacked deck vote, misstating both its excessive costs, and miniscule real benefits, but which is where ST3 seems to presently be headed by Sound Transit.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98033

***Comment***

Kirkland could (and should) ask Sound Transit to make a small change to the following Express lines to the South Kirkland Park and Ride Transit Oriented Development (or SKPRTOD). My intention here is to bring people INTO Kirkland and to start treating the entire Yarrow Bay Business District as a TOD.

1. Routes 542, Redmond to University District via 520 and Route 545, Redmond to downtown Seattle via 520. The minor service change would be to exit at 108th, loop to the South Kirkland Park and Ride and return to 520.
2. The 555 and 556, Issaquah to Northgate, via 520 and through the U District could make a route change either up 112th Ave from the Bellevue Transit Center or just swing off at the 108th Avenue exit of 520 and make a loop to the SKPRTOD, then back onto 520.
3. Similarly, the 566, Auburn to Overlake, and the 567, Kent to Overlake, goes through the 520/405 interchange from Bellevue transit center and make similar route changes as in #2 above.

Also some route changes on 405 would greatly add service to Kirkland without the huge capital investment of light or commuter rail service or adding BRT service.

ST Express routes 532 & 535 Everett/Lynnwood to Bellevue do not stop at the Houghton Park and Ride Freeway Station on I 405, even though there is infrastructure in place to serve here.

Finally, do not reroute the 540 to the Houghton Park and Ride and skipping the South Kirkland Park and Ride TOD. This is Kirkland's only express route as we have lost several of our Metro routes.

I think light or commute rail on the Eastside Corridor through Kirkland is a huge mistake and waste of money, when some easier route changes, as listed above could greatly improve service into and through Kirkland. BRT service on 405, with a true dedicated busway and frequent "subway" like service, is the much preferred option for serving the I405 corridor (aka the other spine)

Thank you for your time and consideration.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Like the tweeter below, I received two duplicate ST3 mailers, both addressed to "Current Resident" at my mailing address.

But as a voter, I'm more concerned about the 550 bus during the pm rush (5:00 to 6:00). This bus is routinely too full for passengers, to the point where people cannot board. I have tweeted at y'all before, but it doesn't seem that Sound Transit has noticed or taken any action to alleviate the congestion. The schedule may call for buses every 5 minutes, but today I waited 25 minutes and finally boarded the third bus that arrived, the first two being too full for riders at University Street. Granted, today was worse than usual, but I would be surprised if there is any regular weekday without overflowing on the 550.

So while I consider myself a huge transit supporter, I have real doubts about ST3. I am not convinced that Sound Transit, as an organization, understands the urgency that is needed when it comes to improving this region's transit infrastructure. It's nice that you've almost finished ST1, but ST2 is not moving fast enough, and projected completion dates in 2023 are just not good enough for me. And when I guess at when you will have finished building ST3, I come up with 2030 or something equally ridiculous. That is not acceptable, and I would really consider voting no to that.

Please say something to persuade me.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email

***Zip Code***

98075

***Comment***

Gentlemen,

it is amazing for us Europeans to see the incompetence that is here on display. You have rail spurs unused that could be used very effectively connecting Snohomish County with Renton and run tracks across the I-90 bridge to connect with the old BN line. No - politicians have their finger in the project just to waste a lot of tax payers money. If your group has problems hire some European experts to build a great system. WE have enough trails. Use some sound logic to create a functional network to move people. Siemens can help you with a perfect plan.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

[See attached letter]

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I bring my mother to Snoqualmie via Amtrak half a dozen times per year. I'd like to use mass transit more frequently, however I've been told that the busses are 'standing room only' and my back won't let me do that...

Both of our household members would use light rail or a bus if it was possible.

Love to see light rail coming!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98021

***Comment***

Mass transit options from the Eastside (at least up to the Bothell area) to SeaTac airport would be very useful. Otherwise, any increase in transit on the Eastside that would make mass transit an efficient and convenient option would be great. Perhaps smaller community shuttle loops would be effective at minimizing car trips.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/11/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98033

***Comment***

I wanted to ask about the 540 route. You have a plan to re-route it to 405 and to the park and ride off of 70th st. in Kirkland. I notice that route 277 already goes there from the U district. Why have two separate buses go the same route? Why not simply add more 277 times and leave the 540 route unchanged?

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/11/2015	Unknown	Not applicable	Email

***Zip Code***

98012

***Comment***

Greetings,

Your inordinate focus on light rail is completely illogical. It is by far the most expensive transportation option possible, and its use reduces traffic congestion by an almost immeasurable amount (according to your own studies). Why do you pursue it with such vigor? We could provide free bus service for everyone for far, far less cost than light rail, and it could be implemented almost immediately, rather than 10-20 years down the road. We don't have the money to build it, and users pay only a small fraction of its operating costs. Light rail just digs us into a state of permanent debt without relieving traffic congestion. Please stop the insanity!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/11/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Being a Northshore and Kenmore resident for over 20 years I believe the traffic on 522 has doubled in that time and will do nothing but increase. Thus I believe metro and future high speed transit is necessary.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

[Attached project list]

To All Counties and Transportation Agencies,

King County Department of Transportation, Road Services Division (RSD) is in the process of updating its Transportation Needs Report as part of the 2016 King County Comprehensive Plan amendment cycle. In accordance with the Revised Code of Washington (RCW) 36.70A.070 Comprehensive Plan, this request is being sent to all agencies with jurisdictional boundaries that intersect with unincorporated King County road infrastructure.

King County's Transportation Needs Report has historically solicited and considered information about adjacent city and transportation agency projects to consider impacts and include as important needs in King County's transportation system. As part of our 2016 update, Roads would like to update the status of your projects collected for our 2012 Transportation Needs Report to ensure their impacts are considered by our traffic and transportation engineers. Of particular interest are those projects that will connect or lead vehicles or pedestrians into unincorporated King County.

Please examine the attached list of projects in which your county/agency was the lead agency/sponsor and note which projects have been completed or dropped from consideration. Please update the remaining projects or add new projects with the following information:

- Project phase (preliminary design, right of way, construction)
- Project cost
- Project description
- Project scope/location

Please send your updated lists via e-mail to [aaron.lykken@kingcounty.gov](mailto:aaron.lykken@kingcounty.gov). I would greatly appreciate your updated projects lists by June 29, 2015. If you have any questions or concerns about this request or need additional information, please don't hesitate to call me at (206) 263-2134.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email

***Zip Code***

98072

***Comment***

To Whom it May Concern,

I am writing to express my opinion on the upcoming ST3 proposal. As I understand this proposal will cost about 15 Billion dollars with the bulk of monies consumed by light rail. As a citizen within the RTA boundary I oppose expanding light rail until ST2 is built out and determined to actually meet the projected ridership. I am further concerned that Sound Transit requires additional taxes to fund expansion as opposed to just a continuation of the current revenue and growth in our region.

For 15 Billion dollars additional revenue in our State, I would rather see the priority of spending go to expanding the express bus routes, local bus routes, building out I405 from Renton to Lynnwood, finish the connection to I5 and 520, widen I5 through Seattle, fund the 1 billion dollar 5 year funding gap for identified road project in both Seattle and King County.

Even former Attorney General and ST Board Member Rob McKenna disagrees with the approach of ST3. Since its inception Sound Trans,

it has under delivered in terms of mileage, schedule, and cost. All three have been changed over the years therefore continuing to consume the revenue that might have been available for ST3.

Therefore is ST3 is about light rail I will vote no.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/13/2015	Unknown	Not applicable	Email

***Zip Code***

98008

***Comment***

Is there no plan to provide light rail from the Eastside to SEATAC? That we would use!! It works for BART.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/13/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello, I live in Redmond and support light rail going to and from Redmond. I use the 545 Express Bus a lot but it gets stuck in traffic just like cars do.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/13/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

You had a rail line that ran up the Eastside. It even connected to a rail near my home. Tthat could have been upgraded and utilized. Instead we have a new exercise trail. Pretty wasteful.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/15/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98034

***Comment***

live in the Finn Hill Neighborhood on the North border between Kirkland and Kenmore. Mass transit from our are to and from downtown is absolutely horrid today. Because of this, we are forced onto either the 1-405 corridor between 124th St. and Bellevue, which as you know is horrible beyond belief from a traffic standpoint. If we don't go to 1-405, then we are forced onto Bothell Way and Lake City Way to go around the North Side of the Lake and get into town this way.... This leaves us on congested surface streets all the way, or trying to get over to 1-5 which is.... well you know.... why bother. I don't understand why Sound Transit is not planning to build a light rail link on the East Side from Renton up to Auburn to connect with other light rail links that go East West. It appears that Sound Transit is planning a a rapid-ride bus route instead. Unless this bus route has a dedicated roadway, with no other traffic on it, it will be an exercise in futility and a complete waste of money. Why not build the light rail link and connect the rail network in a manner that makes sense. Without doing that, we'll end up with a half-baked solution and will suffer for another decade or more while we pay for the short-sightedness. I'd like to learn more about the rapid=ride bus solution.... but what little I've been able to glean online about is is that it's a half-assed solution. That's not what we need here. We're already in crisis.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/15/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I am somewhat dismayed that the only option for new mass transit being considered along the East Side are some kind of bus rapid transit or RapidRide option. It seems to me to be an inadequate solution. However, before I make up my mind, I'd like to learn more details about what the rapid ride solution actually consists of, how it is envisioned to work, and why Sound Transit is considering this solution instead of the obvious solution which would be to build a North South Corridor on the East Side from Renton to Auburn.

If you could direct me to some resource, or forward material that addresses these issues, I'd appreciate it.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/15/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

To Whom It May concern,

My fiancée and I are long term Mercer Island residents. I am a Seattle native. I lived in Bellevue previously for 15 years.

I have taken the bus once in the last 30 years and it was an unpleasant and long experience. My fiancée, also has never taken the bus once in the last 10 years;. We have no plans to ever ride the light rail.

These projects make NO sense financially , they are consuming 50% of the budget and make up only 3% of the trips.

Build more roads please. Traffic congestion is planning on doubling due to the departments of transportation's refusal to build more roads and the crazy massive overspending of public funds on buses and light rail.

My 4 adult children NEVER take the bus either. No one I know rides the bus. This is a fantasy of the environmental activists that a large portion of the King county residents are ever going to ride mass transit.

People love their cars and want to stay in them.;

You people at Sound Transit are making this area unlivable to millions of people, by your social engineering, attempts to get people out of their cars and into mass transit.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I opine that Sound Transit's selection of sites/venues for its open house are abysmal and reflect the organization's poor leadership.

Its very unlikely that any of the proposed sites are convenient for residents of Bellevue, Mercer Island or the Northgate area. I live in Bellevue and would likely attend an open house if it were at a convenient location. I do not consider either Seattle or Redmond convenient.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/15/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98034

***Comment***

You all blew a perfect opportunity by removing all the railroad tracks from Renton to Kirkland to Everett and turning it into a bike/pedestrian path. That should of been tracks for rail cars, that's connected with the bus system! Come On People.....What are you thinking? If you want to see how it would of worked, go to Germany and you will see a very efficient low cost system. Fill free to conctect me.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98034

***Comment***

I would like to see light rail extended south -- Tacoma and Olympia -- and north to Kirkland.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Email

***Zip Code***

98034

***Comment***

[Email send to RTA Main mailbox and forwarded to ST3 inbox]

We recently received a pamphlet in the mail regarding Sound Transit 3. After looking it over, I have decided that our area in Totem Lake is seriously under-served. One theory on why, that I have heard, states that Property Investors can't make the "big bucks" in our area and so the push from "big business" is to expand Transit to areas like Bellevue, Redmond and West Seattle.

A neighbor's home just recently was put on the market. The Walkability score is 52 of 100 – the second lowest score possible. We are lacking sidewalks and where there are sidewalks, they are abutted to roads where the speed limit is 30 or 35 mph. This is not a great walking environment.

Even worse, however is the Transit score of 46 of 100. We are served by an early and late express bus to downtown Seattle, which was threatened for removal earlier this year. Our mid-day choice is limited to the "milk run" route through downtown Kirkland.

Another dismal transportation scene is the I-405 is renovation to Toll Lanes. The restrictions and requirements appear to be planned with as many obstacles as possible.

Kirkland, Bothell, and Kenmore are all severely underserved with no future thought to light rail and with a "possible bus rapid transit". The pamphlet speaks about local buses seamlessly connecting riders from across the region to congestion-free service. Well, not so much in my area of King County.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/17/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98008

***Comment***

Need smoother connections between express and local services to access waterfront, slu, cap hill from the eastside



**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/17/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Dear Sirs,

Traffic congestion on I-405 is horrendous. I would hope you would put adding bus rapid transit along I-405 high on your priority list when considering new mass transit projects.

Thanks for your consideration.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/17/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98072

***Comment***

We live in a wonderful part of the country. Due to the financial prosperity of our region, many more people would like to move to this area. It behooves us to have a expanded public transportation that serves as many of us as possible. I would be happy to support the expansion of the existing system.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/18/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98008-5516

***Comment***

Sound Transit light rail (or monorail) should extend to the Sammamish Plateau as well as downtown Issaquah, with a loop that continues from the current planned terminus in Overlake through downtown Redmond, Sammamish Plateau, Issaquah and Factoria before joining with the currently planned rail in south Bellevue.

It should also extend from Lynnwood south along the eastern side of Lake Washington through Renton and down to Auburn, with a link to SEA-TAC via Southcenter.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/15/2015	Unknown	Not applicable	Mail
<i>Zip Code</i>			

***Comment***

[Please see attached letter]

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi:

Just got and took your survey. It is very flawed in several ways which only helps your agency to continue making flawed decisions about what to do (or can be done) for our region.

It should invite comments and it should allow for objection. Your agency's entire history has been one of botched design, plans, implementation, thinking, etc. Ideally you should be dissolved with all senior managers prosecuted for wasting billions of dollars taken from a public which did not approve your worthless plans. Our hope - and vote - was betrayed by your incompetence. Now we can't seem to stop you and obviously you do not want to hear any criticism despite earning so much of it.

It was bad enough when it was just Metro. Now that there are so many more of you they Hydra monster is here.

Do the suffering taxpayers a favor and dissolve.

Russ Ayers

Bellevue, WA

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

You guys miss the point of publicly funded mass transit entirely.

It is one thing to spend money on mass transit. It is quite another to just piss the money away.

Of the options put on your survey, note that you have chosen to ask for support only for the most expensive, longest range options available. These are all options that will take decades to complete with huge amounts of taxpayer funds before anyone gets to ride even one inch.

Meanwhile, we the taxpayers already own more than 70 miles of rail road right-of-way complete with rail bed in place. Just put in/replace the existing tracks, purchase the rolling stock, ring the bell and light-rail rapid transit is in business.

How stupid are you guys?

Well, right now you have spent the better half of a billion dollars and 10 years for the I-90 Eastside connector. You have not laid one inch of track. And it will be another decade before the first passenger ever travels from Bellevue to Seattle. When complete, you will own the most expensive mile of track anywhere in the world and it will have an operational life expectancy of 15 years, tops along with a very high maintenance cost. In doing this you will reduce the cross-lake highway traffic capacity by 33%, something your silly little train can never make up.

Meanwhile we, the taxpayers already own a railroad right-of-way and existing railbed all the way around the lake. All it needs is tracks and rail cars. The time frame to get an at-grade rail line connecting Seattle, UW, Lake City, Lake Forest Park, Kenmore, Bothell, Woodenville, Redmond, Totem Lake, Kirkland, Bellevue, Factoria, Kennydale, Renton and Tukwilla is on the order of months with a cost of less than 1/4 of the money wasted so far on the I-90 route - with no reduction in existing highway capacity.

Want to connect Redmond with Issaquah? We the taxpayers already own a railroad right-of-way around the east side of Lake Sammamish that goes from the Microsoft Campus to Gillman Village and would be an easy connection with the plateau. Is that in your plans? Didn't think so.

Want to run a line from Seattle to Ballard? Guess what! The usable at-grade tracks are already there! I walked them last week! All you need to do is work out a schedule with BNSF! Not only that, but you can use your existing rolling stock! So why is this even a question on your survey? JUST DO IT!

You see, in my opinion, the whole point of a regional transit system is to get the maximum number of people where they want to go, when they want to go, for the least expense possible. That would be using the existing infrastructure as much as possible for the most rapid implementation of a functional system.

Your obvious goal is to gridlock the largest number of people you can at the greatest expense possible for the longest time possible, creating an enormous bureaucratic overhead that will never go away.

Please, I invite you to show me where I am wrong. And don't use the adage that there are not enough people along the routes around the lake to make it worthwhile. You are building a 100+ year system. The population shift will take place over just a few years. It is only a matter of land-use planning and zoning ordinances to get the population density you need.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

Cheers,

Arthur Valla

**Sound Transit 3  
Draft Priority Projects  
Comments Received (East Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98006

***Comment***

Why are there no plans for HCT east of Issaquah, such as North Bend and Snoqualmie. There needs to be more P&R lots built right on the I-90 corridor with quick and direct access from the freeway. By having everyone drive to Eastgate P&R, our local streets are at a standstill during rush hour.

Eastgate P&R is already over capacity. Where are the cars from South Bellevue P&R going to park when it closes for construction of East Link light rail. If there was frequent service further east and convenient P&R lots, maybe people wouldn't have to clog the freeway coming to Bellevue to catch a bus.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
07/07/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98102

***Comment***

I'm a Seattle driver and bicyclist. I hate driving my truck, it is miserable.

I want more LIGHT RAIL. LOTS OF LIGHT RAIL! To Redmond, Ballard, West Seattle, Renton. I want more Sounder train times so I can get to Auburn from Seattle.

I want rail and buses to run late at night like 1am to 3am. I think most cycle tracks are poorly implemented and the Broadway cycle track is awful. Streetcars suck, needs to be grade separated like LIGHT RAIL!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
07/07/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98102

***Comment***

I am a senior citizen on a fixed income. It seems like everything we will be voting on this November will involve an increase in property taxes.

If all this happens I will need to think about moing from Seattle after more than seventy years.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/19/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98106

***Comment***

WOW I just finished the survey, and then looked back at your list - where is the light rail across Lake Washington! That seems like a glaring omission;-) Can you please add it?

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/20/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98116

***Comment***

Please bring passenger train service to West Seattle. The citizens voted for it (monorail) but it was never built. Housing density and traffic congestion has increased a lot in recent years. The busses get stuck in the car traffic. Please help by bringing a train! There is freight train service to West Seattle into the Port, how about adding passenger service and extending it further into West Seattle? Thank you.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/20/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello,

I've just taken your survey and I want to comment on it and many other issues related to public transportation in the context of my own selfish transportation needs. I am probably the type of traveler that Metro wants to capture, someone who drives alone yet doesn't even though public transportation is available. I would really like to, for many reasons, but Metro offers no advantage to me in any of three areas that are important to me: Convenience, Cost and Time.

First of all, the survey offers no way to leave a comment in it. This is in my experience typical of my dealings with Metro Transit; in this case I had to start another process (or trip in the parlance of transit) to finish what I'd hoped to do with the initial one. It would have been far more convenient for me to give feedback there instead of having to send an additional message.

Additional examples of this type of increased inconvenience include:

Commute: My own commute to work in the current routing of Metro vehicles requires me to take two trips to get to work. Driving from my home in Greenwood to SODO currently takes me 25 minutes and somewhat longer for the return trip. Metro offers me an inconvenient strategy of taking one bus downtown and then having to walk to catch another. I do not have to change cars when I drive. If I have to work late unexpectedly, I do not have to wait or even be stranded because my car operates one way during 'peak' hours and another (or not at all) during 'off-peak' hours.

Orca cards: I have an Orca card. Because I do not use public transportation very often, the card doesn't get used very often. Not a problem until I decide to reload it. If I reload it and then don't use it for 60 days I can't use it until I call and get it activated. Even after that I have to either use public transportation or get to someplace to get the funds loaded on it. Even though I have given Metro money for trips, I can't take them until I do something else, including waiting 24-48 hours. If I want to consider public transportation as an option for a trip in this case, which may be spontaneous, I quickly remove Metro from the list.

Let me talk about the cost leg of my three-legged stool. I have traveled in this country and others that have public transportation. I prefer to use public transportation when I'm away from home because generally it's been designed to be reliable, inexpensive and convenient. In San Francisco, for example, I can ride for 8 hours for \$2.00 in one zone. In Seattle, I have to pay \$2.75 initially and in less time than 8 hours, I have to pay again. When my daughter lived in SFO she was able to purchase a monthly pass that gave her unlimited trips. I have to pay the same regardless of whether I take 1 trip or 100. Same for NYC. I can buy a \$45 pass that will let me ride buses and the subway as much as I need to for 5 days. I encourage you to evaluate potential ridership vis a vis offering this type of financial incentive.

Other cost considerations may include eliminating the funding of public transportation by fuel and excise taxes. When I am obliged to pay more to use my car, I am likely to continue to use my still-more-convenient car than public transportation. It makes more sense to fund public transportation by the public, people who reside in the areas that offer public transportation rather than by automobile owners and drivers. In my part of the city there is a lot of building of apartments and condos, things built in anticipation of the increased density that the builders of these believe is

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

coming. Let's have some of the anticipated cost of public transportation paid for by them if it isn't already. Let's give them some added risk to consider before they build another compound.

With respect to time, mine is important to me. If I'm on a bus or in my car, and we're sharing the same roadway in the same, I will always spend less time in my car. And that time will be more pleasant because I'm seated, I can listen to music I want to listen to, etc. On a bus, I'm likely to be standing, the trip will take longer and I have to be respectful of others' space and property, regardless of whether they're respectful of mine.

I really could care less about how Metro provides service. It doesn't matter to me if I'm in a bus, on a train or in a cart pulled by trained llamas. If Metro cannot offer me the same or better value in terms of convenience, cost or time, I will never use it routinely.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/21/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

The most significant reason that I don't use the public transit system is that it is not a rapid transit system -- it is significantly slower than driving. For example, it would take me 1.5-2 hours minimum to get from my home to the airport using the public transit system, whereas I can drive there in 1/2 hour. Seattle desperately needs a rapid transit system.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/22/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi -

I live in West Seattle and also have a house in NE Seattle.

Having lived in many of the neighborhoods in Seattle during my (long) life here I am concerned about the growing commute time to and from West Seattle.

After the tunnel opens and the Viaduct comes down the commute to downtown Seattle will be tough - since there is no exist off of the tunnel into downtown Seattle.

West Seattle needs to be a priority for Sound Transit. There are many ways to come and go from Ballard - I also lived and worked there for several years.

There is only one way off West Seattle unless one wants to go south to go around the bridge, which is untenable for many of those in West Seattle.

I know that building another bridge for transit will be extremely expensive but I am loath to think about the bridge giving up lanes to accommodate a light rail system.

Thanks for your thoughtful, difficult work.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/22/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Dear Sound Transit email-reading person,

Please consider a light rail extension to the Ballard area in the near future. It is the only area on the proposed projects map that is experiencing an extraordinary surge in population growth that has a main link to downtown--15th NW--for cars and "Rapid" Ride busses alike, that crosses a bridge that opens for boat traffic. Once you are on that bridge--whether in a bus or car or on your bike--and the bridge opens, you are trapped for however long it takes those boats to pass.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/22/2015	Unknown	Not applicable	Email

***Zip Code***

98102

***Comment***

The survey included abbreviations and terms I did not understand, ST, Infill

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/19/2015	Unknown	Not applicable	Mail

***Zip Code***

9813

***Comment***

[Please see attached letter]

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/19/2015	Unknown	Not applicable	Mail

***Zip Code***

98133

***Comment***

[Please see attached letter]

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Email

***Zip Code***

98115

***Comment***

Subject: Support Light Rail and Commuter Rail at the Boeing Access Road

Dear ST3 – please support adding these projects to the priority list. This is a high density employment area and the transit options are very poor. Taking the bus involves at least two transfers and two hours each way. Van pools are virtually non-existent. Your attention to this is appreciated.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Dear Sound Transit,

I am a huge supporter of public transportation. For a city as 'enlightened' as Seattle is, I find it troubling that there is not more public transportation, and that so many individuals rely solely on cars for transport. Seattle is growing by leaps and bounds; if our city is to remain livable then our public transportation needs to grow along with the burgeoning population. I am glad Sound Transit seems to understand this, and seems to be taking active steps to ensure we will have more access to more public transportation in the future.

But.

This survey is one of the worst surveys I have ever seen. I am far from an uninformed person. I use the internet for hours each day for my work, and I fill out online surveys all the time. This survey has serious flaws: there are simply too many options presented for too many corridors, with not enough explanation as to what each would mean. And there is zero graphic representation for anything. This survey should have included a map of the routes suggested, and a pictorial representation of each option suggested. This ranks as the most user-unfriendly online survey I have ever attempted to fill out. I have no idea how Sound Transit can make any use of any data collected from a survey like this.

My vote would basically be for more public transportation (in any form - street-level light rail, elevated rail, more buses, more streetcars) where there is the highest density of population moving from one part of the city to another. Since I live in West Seattle, I would love to see expanded public transportation to the Alaska Junction and beyond.

Please continue expanding public transportation. But please get better help when putting together surveys in the future.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Email

***Zip Code***

98115

***Comment***

Hello,

I would like to voice my support for continuing the sub-area equity policy and that Sound Transit only builds grade-separated alignments in Seattle for ST3.

In Seattle specifically, I support:

- 1) a new downtown transit tunnel with connections to all of the identified high occupancy transit alignments in Seattle
- 2) UW to Ballard grade separated rail
- 3) grade separated rail connecting Interbay under or above Denny way to the Capitol Hill light rail station and points east at least to MLK.

Thank you,

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98108

***Comment***

Your survey is not very useful. Options are only vaguely described in a line or two, leaving different readers visualizing the same option differently. And no cost data or ridership projections for any of the options. I'd like to vote for higher cost/benefit projects, but you don't tell us which ones those are!



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I live in magnolia, I like many residents here am over 60 years old.

I have been an environmentalist and am an avid biker.\

at the current time the bus lanes on 15th/elliott have a harmful effect on global warming as they slow traffic and cause traffic back up and therefore more exhaust. also slowing traffic decreases fuel efficiency and that again increases green house gases.

light rail MAY be an answer but it cannot be done in a seattle half way approach.

since there is likely one approach from ballard to downtown, and that is 15th, Sound Transit must measure how such a long term project will affect traffic and create green house gases. also almost all studies of Usage of rapid transit overstate the ridership thus the studies that show offsets are generally public relations efforts vs. real engineering studies.

there could be a different approach using light rail to avoid elliott 15th. through Leary way in ballard, using portions of the rail right of ways, bridge over the ship canal at SPU, then Nickerson/Westlake, connecting to the trolley system at South Lake Union. that would be real connectivity and might even relieve the mercer mess which despite the multi millions has provided no relief.

Should you choose 15th, it is necessary to build a large commuter parking garage for residents of Magnolia before you start on any road restrictions. this is also necessary for the 20,000+ residents of magnolia because we live in a low density area and if we are to suffer from light rail, we should be given access to it. regardless of the light rail route sound transit should build the garage and the army lot would be ideal providing it had easy access from the magnolia bridge, such as a dedicated on and off ramp.

further any construction of light rail on busy city streets should be done with 3 shifts per day to minimize impacts by accelerating the construction time.

I would like a person who is not just a public relations type to call me and have a 'listened to' conversation.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

[email sent in response to ST3 automatic reply]

how does one find parking at the train station? difficult to find and expensive. do you really want public participation by making getting there so hard?

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

As a resident of Seattle, I'm very excited about the light rail stations already open and opening soon in the city limits. While I understand we need more in-city light rail (to Ballard and West Seattle), I'm afraid we are asking a lot of our supporters in Pierce and Snohomish counties. ST3 should really be the time to deliver light rail to our neighbors to the north and south. Perhaps we could include planning for additional light rail in Seattle, but the primary focus should be reaching Everett and Tacoma. They have been paying taxes for years, and they deserve to see light rail arrive in Pierce and Snohomish counties as part of ST3.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Email

***Zip Code***

98155

***Comment***

1. My favorite vision is from the Worlds Fair where the rail runs around the entire Lake Washington and we can take a train all around the lake in less than an hour.
2. Light Rail should NEVER share streets with cars or buses. It is a gigantic waste of taxpayer dollars. Elevated, tunnel, or at grade separated from streets is the only way to go. Maybe Part 3 should be the fix to shared street part of the light rail system currently. I rather drive a car than ride a train that shares the road with cars and buses.

Thanks,

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi

—I just did the transit survey and kind of question the whole notion of this survey. To give good answers I would need to know a lot more about how much each of these options would cost and how much CO2 green house gas (GHG) not produced. The cost and GHG estimate should be supplied on each line where a specific project is listed.

You all have data on the transit patterns in the area, what the capacity of each option is i.e. how many people/hr each could move. For example would an at grade downtown to Ballard route at rush hour be on time, could it move as many people as a tunnel or elevated system? What is the difference in the price of each system? What are the long term maintenance costs of each option?

We need to know value (amount of people movement and GHG prevented and cost of each project) to give good answers.

Are the folks on the East side and near suburbs open to using transit? Seattle people seem ready to give up their cars for good transit, are others in the region? It seems the whole region idea is a little flawed and Seattle pays the price. We are always stuck with mediocre to poor transit (barely can call it transit) because we are roped into having to supply the East side with underused buses etc for a “regional” system. Look at the failure of the Metro package last year. Seattle had to go it alone on that one and I bet some of that \$ will go to the East side anyway.

I am getting less enthusiastic about billions of \$ going to any transit without seeing a GHG analysis and cost estimate of all the options.

Thank you for considering my view.

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06/24/2015	Unknown	Not applicable	Email

***Zip Code***

98115

***Comment***

Please remove 6271 NE Radford Dr Apt. 2913, Seattle, Wa 98115 from your mailing list.

Thank you.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98107

***Comment***

I realize that surface rail is attractive because of reduced construction costs but the benefits of tunneling are worth the extra expense. Our recent experience shows that surface rail can be blocked by traffic, become involved in accidents with cars and trucks and kill pedestrians.

Underground trains can be longer than surface trains because they do not have to worry about blocking intersections. This means that the labor costs for operating the system are reduced because you need fewer drivers. One of the keys to success is ridership, meaning that the service must be attractive and easily accessible. People don't like to live near surface or elevated rail lines. This can create pockets of poverty around the tracks and stations which inhibit the use of the system by other users. They don't like to walk through "those kind" of neighborhoods.

The expected influx of affluent residents along the surface lines in the Central neighborhood has not materialized and the easy escape routes from those stations has made that section of the system attractive to thieves; it is frightening away nervous suburbanites.

The use of "moving" bridges will only cause system delays. All crossings of the ship canal and the Duwamish should be underground.

Tunneling is a tougher "sell" because of the added expense and the sensational failures by Big Bertha. You should counter this by emphasizing the success of your tunneling projects and their lack of negative impact on the neighborhoods above the tunnel routes. Please don't do the Easy thing, do the RIGHT thing.

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***Comment***

Sound Transit- Take Route 550 out of the tunnel and have routes 550 and 554 stop at same locations. Move the last stop on route 554 to 3rd and Wall Routes 550 and 554 serve Mercer Island I-90 and Rainier Ave Freemont Station both can layover an Wall. Make a stop at 4th and Blanchard deleting a loop downtown to 5th and Lenora. Sound Transit and Metro Transit- Take route 550 out of the tunnel and the express routes that serve I-90 out of the tunnel also because the bus routes taht serve Mercer island I-90 freeway station at Rainer Ave are scattered around. It would be a lot better to routes 550 and 554 serve the same stops downtown extend them a few blocks north to Wall and 3rd. Suggestions- Jackson Street- Change to bus stops from every two blocks to every three blocks. Move the stops on 7th and Jackson and 9th and Jacslon to 8th and Jackson. Change stops on routes that have stops every two blocks to every three blocks. having stops every three blocks will save money on fuel because the buses will make less stops.



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***Zip Code***

***Comment***

How come Sound Transit does not focus on eastsiders. ST1 and ST2 hardly done for eastside communities. There are very few limited projects providing marginal service to Eastside such as Bellevue, Kirkland, Redmond, Woodinville, Kenmore, etc. Sound Transit needs to provide light rail service for eastsiders along I-405 to serve all these communities which have paid many years for ST. Downtown Seattl is not the center of Washington and is already served more than any other location.

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*Zip Code*

***Comment***

Spend the money- GO BIG- with Sounder, more trips in the day. Link- again spend the money and go above ground from Sea-Tac south along Hwy 99. No I-5 for Link.

**Sound Transit 3  
Draft Priority Projects  
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***Comment***

1) In short term I would like a 6:20 a.m. southbound 15X added and a 3:30 p.m. northbound 15X. 2)The sooner the better for the decoupling of Rapid Ride C & D. Plus extending each to SLU and Pioneer Sq respectively This is a brilliant plan you came up with. Please make it happen ASAP.

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***Comment***

Id be more inclined to offer feedback if I believed that you were actually interested in receiving public feedback.

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*Zip Code*

***Comment***

Has ST explored the potential for connecting to Olympia from the Puget Sound region?

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***Comment***

Please study the viability of having express light rail service in the region. Starting with airport service to downtown. My concern is that as ST light rail expands to areas further away like Tacoma and Everett the frequent stops and slower (relatively ) service to express will deter people from using light rail. They'll opt to sit in traffic with their cars if the alternative isn't significantly better to create a change in behavior.

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***Comment***

Put local service only in high density areas. We need 2 light rail lines out of Seattle to North and 2-3 lines in/out of Seattle to the South. Make it easier to travel between neighborhoods in Seattle without going through downtown. Semand that any cut in transit funding be matched by cuts to roads and highways.

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***Comment***

As an addendum to earlier comment, the buses (7&9) on Rainer Ave. S. are difficult and slow to access for people in wheelchairs. Lowered floor buses would be nice. As a praise, I'm so thankful to live in Seattle where I can live and not worry about how I'll get places on my own. ( I don't drive) I love Metro and Sound Transit.



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***Comment***

I would emphasise frequency the most important focus for transit in the future. If there was frequency and reliability making 2 or 3 transfers would be less daunting than it is now. Incorporating alternative transit into this plan seems important as well- bike paths and park and rides at our new stations that are South from the city center to help eliminate so much local need for able bodied people. I am not sure how much this is in the purview of Sound Transit and King Co Metro- but how can we prioritize mass transit, we live in a democracy and this is often not reflected in traffic. there are 50 people on a bus, we should have more right of way in more places not just HOV lanes that end too soon and 3rd Ave between certain hours.

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***Comment***

Please favore dedicated paths for light rail (tunnel, etc) congestion downtown will not decrease by removing lanes. Mass transit riders are already not driving. Drivers will anyway. At-grade crossings are dangerous, accidents will stop service. Limited stops allow faster movement, allowign growth in new areas of the region.

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***Comment***

Im very hopeful for central corridor light rail options on ST3, specifically C-01b&c. The at grade options worry me quite a bit though. Addign more at grade traffic still subjects light rail to traffic from shared bus lanes, which is already a major source of conjection in the downtown bus tunnels. A lot of articulated buses have trouble making right turns and have to wait several light cyclest to turn. Wit at grade otions we are just addign to congestion by getting stuck behind these buses. I also don't really understand the value in the E-01 proposal. Tehre is already light rail under construction that weill deliver service very close to the proposed transit center. Why not just extend the service of the light rail further into Redmond with ST Rapid Ride buses. If you take a survey of the proposed ridership of the already in construction light rail, I would guess most take private transport to the public transport anyways. Finally, I think it's worth notign that at-grade and elevated/dunnel options are essentially two different transit systems becauser of the velocities they can operate at and their travel time fluctuations due to traffic.

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***Comment***

Please don't leave out transit options for Lake City Way/522. We need some investment too!

**Sound Transit 3  
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***Zip Code***

***Comment***

Michael Birdsall did a CCC-PSCOG regional rail plan for 10,000 tax \$s in the 70's. It has been ignored and preplaced by an asphalt DOT plan at every level of government. Subway Plan by bogue in early 1900's was sabotaged by same asphalt/oil/war lobby that runs the USA into eeht, endless wars, pollution. Taiwan News (KBTC-2) Today 6-25-2015 reported on its new transit center and how medical research has clearly shown that dimensia is related to pollution. Obviously our political leaders have been affected or are so corrupt that they prefer to waste lives and taxes on ....  
(additnional comments not related to Sound Transit or Metro)

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***Comment***

I'm against Sound Transit- I tood the buses before they started and by far much better than new system. Less expenses and are convenient times to and from airport. New train stops when I need it and it starts after when I need it in early morning.

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***Comment***

Please expand from a study to projects for the northern/eastern communities. 145th and SR522 could be greatly helped by a consistent focus from Woodinville to Seattle, especially 145th as it is the pinch point making the 522 route not as reliable. Light rail on 522 would be an ideal long-range goal although the sooner the better. Please keep park and ride structures out of downtowns.

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***Comment***

Wheel chair accessible buses that ar easy and fast to gt on. I'm excited for the future of our city! Please ensure the Graham st. Station has wide platform. Top priority- this will allow fast easy access.



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***Comment***

Please provide (or at least do not eliminate) commute options for eastsiders. I heard with opening of University Station, express buses 252, 257 and 311 will no longer go between Kirkland and downtown and riders must go to University Station and then to downtown. For someone like me it means Kirkland to University to Downtown to Georgetown, not possible, not an option.

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***Comment***

I come here today and understand thw you request if we- customers, clients have ideas fro light rail future project. I'm sorry I do not know much about this issue. But I believe light rail organizations and other people and customers, clients will do well to complete the project. May I have some ideas regardign the current project. First may I say thanks to the operators for their difficult job. One day I walked on the street seeing a train running from Mount Baker station to Columbia Station. I was awar that the operator was doing difficult job contrilling the long train with many clients aon the train with much responsibility for their lives fromupper level to lower level. While sitting safely on teh train I don't see this difficulty and responsibility. May I have on suggestion if there is shade at light rail station then we can stand/sit under the shades (trees, plants, etc.) while waiting for the train. Summer with hight temps of 80,90 deg. It's really hot for us especially people with old ages and children. Truly thank you so much.

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***Comment***

I live in the Duwamish/Allentown neighborhood of N. Tukwila and do not have any Metro or Sound transit Service. Unfortunately, a light rail station was not funded for the initial ST build out, but had been approved by the voters. Please prioritize the Boeing Access Road station as being built as part of the original voter-approved plan or at least add it to the list of projects currently being considered. We need some transit options with in safe walking or biking distance. Duwamish/Allentown is woefully underserved neighborhood with residents and businesses that need transit options. The Rainier Beach station is a few miles away but there are no safe sidewalks to travel that distance over I-5. The only option is to drive and contribute to the KC traffic problems. I am also interested in the Boeing Access Rd. Sound Station as a second priority. Please reconsider prioritizing the Boeing Access Rd light rail station as part of the originally approved levy package (infill station). The voters have already approved this and now is the time to move forward on its construction! Please!

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***Comment***

Very unethical to make the downtown to Ballard connection and monetize (01 a, b, c) with the tremendous growth in our central ? That will continue beyond SLU. To Denny Triangle and Uptown we need a transit stop at the heart of uptown and Seattle Center. Seattle has over 12 million visitors/yr and it is getting harder and harder to get there. It is our cultural heart of the city. As Expedia builds at its new HQ, others will follow in the Interbay area, which is really a choke point. S.L. should become a north downtown transit hub, which ties into the Seattle Center Century 21 Master Plan.

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***Comment***

North King Subarea top priority projects: - Ballard-Udistrict, - West side transit tunnel. General design philosophy: -focus on high-quality permanent projects (build it for the future), - avoid mistakes Of Rainer Valley (Build it right the first time), - Build for future expandability, -Build full grade-separation only.

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***Comment***

I would advocate a grade-separated connections between population and job hubs in the city of Seattle. My preference is for investments that may be more expansive, but that are making connections that are at grade with traffic.

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***Comment***

BRT for the Renton to Bellevue is a certain failure because the expected lane addition needed on 405 to support BRT have never materialized. The Board needs to push for a light rail solution in the 405 right of way as this is the only avenue to get a predictable high capacity transit solution on the Renton to Bellevue corridor. 1) when BRT was conceived it was assumed additional lanes would be built on 405. 2) No lanes have been built and no funds have been allocated to do so. DOT is planning a 405 skinny which only adds one lane and no BRT ramps. ST3 doesn't fund the rest. 3) Transportation committee in the legislature has not been able to pass a transpo budget for 10 years and the public voted down the last funding measure. 4) calculations for BRT vs light rail are flawed as the costs of the legal challenge to the easement in the Eastside Rail Corridor have not been factored in. 4) This year a bus broke the Interstate and this shows how vulnerable BRT is. 6) When BRT was conceived we didn't have the option of light rail as we do today. REQUEST: consider a light rail infrastructure project to put the piling in place for an elevated light rail in the 405 corridor from Renton to Bellevue.

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*Zip Code*

***Comment***

The spine should be the north-south corridor and east (Bellevue, etc.) into Seattle. The rest of the city could/should be serviced by bus rapid transit or Metro. Ballard-downtown-West Seattle should have commuter dedicated lanes as needed. Because funding is sensitive to economic ups and downs, ST should be careful not to build more than can be maintained. Metro service as a choice should have been included as a selection.



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***Comment***

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***Comment***

Reliable trip times: - this is not included in the topic of frequent, local or express, but is probably the most key point. - Reliable pick up times is also important for bus service. Connect Queen Anne to the Light Rail network: -the Safeway sitwe would be an ideal location on the top of the Hill, -Link Seattle downtown, Queen Anne crwon, Fremont and Ballard. The east-West connection along the north side of the canal: - Connect Ballard/Femont to UW. Explore a Ferry from UW across Lake Washington to Kirkland (and Bellevue): -A passenger/bike ferry could ideally connect from the statdium station and Bukre-Gilman Trail (docking near the activities center), - Could connect with the Eastside Rail/Multiuse Trail corridor, -WS Ferries is not authorized to provide local service I understand, - think West SEattle passenger Ferry. Keep LRT Station away from the interstate: - ths was a federal funding issue that should change, -create new transit corridors that can take advantage of walk/bike shed and new TOD, -Look at Vancouver's Millinium Line. Minimize transit stops on the Federal Way Link to minimize travel time. Use side platform mid-line stations on elevated protions to min footprint: -different from terminus stations that have driver rest requirements that lead to passenger confusion. Implement the Eastide Rail transit: -take advantage of this rail corridor for quick, cheap implementation.

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**Comment**

ST: we need the full buildout of Link light rail because you can expand service by adding cars- so stations need to be built to handle the longer trains we will need in the 2030's. -We need connections, you wont be successful with just spine service the Totem Lake, Issaquah line and the Ballard-W District line (C02) are examples. - Link needs to be separated from traffic-example- C-04 will work, C-05 won't. -A station will be needed to serve the new Plant 2 workers C-09/c-10 and Metro shuttle services. Metro: If we are to meet our greenhouse gas emission goals we need to electrify our whol bus fleet. Current planning should assume that by 2040- don't purchase any more diesel buses-Begin electrifying with current trolley designs now til battery technology comes on-line in the 2020-30's. Everyone in Seattle shoul have bus service at least every 30 minutes within a 7 min walk. - Your Access and Where does Transit Get you tables are inconsistent. Frequent Service isn't needed when you have an app on your phone that tells you when the late bus will arrive. Pave the streets so Metro buses are not shaken to pieces on the pot holes and uneven pavement- also helps passenger attitudes.

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***Comment***

One quick note: the Madison BRT in Seattle is not workthy of Sound Transit investment.

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Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

***Comment***

King County Metro: 1) I support a blend of the frequent and express network scenarios. Using the guidelines of the frequent service category, but keep in mind that in some corridors frequent "express" service may meet transport needs better than "frequent" service. 2) Need emphasis if high frequency grid in S. King County. This is where the all-day demand is moving. Consider equity, (income, car ownership) not just pop density or access to employment centers, when estimating ridership. Burien, Southcenter, SeaTac, Renton, Fairwood, Kent, Kent East Hill, Des Moines should all be connected with a frequent, fast, legible grid. ST3: 1) focus on quality over reach. Build high speed grade separated rail lines. If budget is not sufficient, build the rest in ST4 or 5. 2) Maintain sub-area equity. Violating this current policy will be a non-starter at the polls. 3) In the Seattle/West subarea, build a new downtown transit tunnel, extend northwards to Belltown, LQA and Ballard (if funding is available). Extend south to West Seattle (elevated) as funding is available. 4) Prefer 99 routing over I-5 routing for north and south extensions of Link.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

***Comment***

How do Metro and Sound Transit separate feedback on transit systems/service in the region? Even if the "combined" open house it is clear that both agencies are pursuing different goals via separate agendas, yet they serve primarily the same group of constituents/riders. All rail needs to be grade-separated. Don't settle for less!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

C-04! I came here specifically to express my support for this option. A second downtown transit tunnel must be the centerpiece for your central corridor plan that would appear on a Nov 2016 ballot. On a superficial level, a new tunnel would appear to be a tougher sell than going through downtown on the cheap (C-05), but I believe what you'll find is that just the opposite is true. Commuters in this region know full well how compromised transit is when it has to compete with traffic. Voters in this region are willing to pay more to get more.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

I think the ideas behind expanding the Metro and ST3 are great, but I'm a bit worried on whether or not these new projects will actually be utilized by people and therefore decrease traffic. I think the issue of use needs to be addressed as well.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

***Comment***

Sound Transit: I believe the most valuable ST3 project candidate is fully grade-separated rail between Ballard and UW with either through-routing or a very fast and simple transfer to North Link/U-Link. With the likely substantial worsening of construction south of the ship canal/Lake Union, this will almost certainly provide faster service from everywhere north of 45th to south downtown and competitive timing for north downtown vs. most if not all bus routes assuming urban stop spacing (i.e. at least 3 stations between Ballard and the Ave) designed for efficient bus transfer. The second priority is real (not "Rapid Ride") Bus Rapid Transit to West Seattle, involving investment to remove or at least ameliorate all the potential chokepoints (mainly in and near downtown) for this service, with attention to leveraging the investment at some future point for conversion to grade-separated rail. This could include tunneling into the general downtown area. In the south, it would appear that Sounder expansion would be preferable to completing the spine to Tacoma but that's for the south subarea to decide. King County Metro: it seems to me that the Frequent Service option is vastly preferable within the City of Seattle. I'm less certain that it is preferable into the south and east county (though it might be in most areas near and west of I405) But, Frequent Service is preferable only if the hoped for reliability can be achieved. On a 15 minute frequent route, 2 bunched buses every 30 minutes is no improvement, just a waste of money. Example: the bus I rode to the meeting was 10 minutes late, despite almost no traffic delays (bus lanes, where it didn't have them would not have helped). Delays originated from what (according to the KCM's bus tracker) was a 3 minute late departure from the terminal, exits by able-bodied people using front door at bus stops, cash fumbling, long discussions about "how do I get to x on the bus" with the bus sitting at the stop and the slow boarding of a mobility challenged person. All of these can be improved, at least somewhat (e.g. in centralizing rather than financially (?) ORCA use, emphasis on rear-door exiting, prioritizing schedule-keeping, improving provisions for mobility impaired riders at high use stops, etc. This must be done to make the highly desirable frequent service emphasis work.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

Rail!!, Bus only lanes. People won't take bus if they can get there just as quickly by car. Did I mention I think frequent rail is key? Thanks for listening and keeping us moving.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

[Comment collected after ST Board Meeting]

Assuming 1 million more people in Puget Sound area by 2040 (an increase of 30% over 2015), and assuming 310,000 commuters in cars in 2015, with a similar 30% increase, there will be over 400,000 commuters in cars by 2040 . In order to improve traffic conditions by 2040 (where at least 25% or more of the car commuters are induced to switch to public transport means that at least 100,000 full time car commuters will need to transfer to public transit, still leaving 300,000 cars go up and down the freeways - AT THE SAME SLOW SPEED!

As I have said since 1998, what is need is a FAST TRAIN (going at least 100 mpg down the median of the freeways).

I have an idea how this can be done. If the Sound Transit Board is interested, please contact me.

Cell phone: 425-710-2310

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	Email

***Zip Code***

98103

***Comment***

I would like to see the light rail extended to all of those place, but I would really like to see Ballard, West Seattle, Tacoma. Then Everett, then Bellevue.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98103

***Comment***

Light rail is only an effective mode of transport in densely populated areas. Therefore, I urge you to thoroughly study light rail along the most densely populated areas of our region. With this in mind, do not overlook the importance of constructing light rail to Ballard, Queen Anne, South Lake Union, and Fremont. These, densely populated areas would be much better served by light rail than areas such as Everett, Federal Way, due to the much higher population density of Seattle.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98119

***Comment***

UNTIL the transit system pays it's operating costs with rider revenue, NOT one penny of taxpayer money should be spent or obligated.

Government mass transit is a hoax, a sham, a boondoggle and extortion.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98119

***Comment***

Until operating revenues cover expenses, there should be NO MORE planing or construction of government mass transit. It is dishonest to portray it as a solution to congestion. NOT one more penny of taxpayer money, not one more penny of motor vehicle fees dishonestly shifted to mass transit. YOUR agency is corrupt.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			
98103			
<i>Comment</i>			
why not a ballard to UW light rail option?			
City needs separate grade rapid transit.			
any ballard link should include fremont			



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

Please, for the love of god, put light rail from Seattle to Everett (stopping at Boeing) so I can get to and from work without having to deal with I-5 traffic.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/07/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98199

***Comment***

Re. possible light rail from Ballard and/or W. Seattle to Downtown: such project(s) would be desirable ONLY IF the elevated/tunnel option is selected. Running surface light rail on already congested Ballard Bridge / 15th Ave W / Elliot / Denny for the Ballard to Downtown option would be a BIG WASTE of money. Same applies to W. Seattle to Downtown surface option via W. Seattle congested streets. I will vote against any additional funds if surface options are pursued. Also, re. Ballard to Downtown: why not put a Sounder station at Shilshole? Track is already there, trains are already running - when mudslides do not interrupt service.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/07/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Dear Sound Transit and Board Members

I received a notice today concerning the upcoming SoundTransit3 expansion. In an effort to become more engaged in the process, I went on-line today to take the survey as requested by the flyer that I received in the mail. See: <http://soundtransit3.org/>

I struggled for about 30 minutes on the website without finding sufficient and adequate information about the different options that I essentially gave up.

For example, I am very interested in the extension from downtown Seattle to Ballard. And I'm being asked as to judge between different options—C-01a, C-01b, C-01c, C-01d. There is no possible way to understand what these different options entail. There isn't a map. The description on the site makes it impossible to tell the difference between C-01c and C-01d.

And I don't know how I am supposed to evaluate them. I support the link between Seattle and Ballard but don't want it on-grade. So does that mean that C-01a is "Not Important" even though I think the connection between Seattle and Ballard is the highest priority for Sound Transit expansion?

It really disappoints me to see tax payer money being wasted on poorly designed websites and surveys. Before such a survey is sent out, SoundTransit needs to be able to understand how the results will be used. I'd urge you to retire this site and start again.

Two specific requests:

- 1) The different expansion options need to be included with a map of each option
- 2) The survey needs to be multi-tiered. The first tier should be based upon priorities for Sound Transit expansion considering individual segments. The second tier of the survey should reflect different specific proposals for those segments.

Please address these issues. SoundTransit has the reputation of being elitist and dictatorial. Surveys which are perceived as incompetently created or as a sham only serve to re-inforce that perception.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/07/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

We're often overlooked, but everyone I know in West Seattle feels underserved by transit, and most are still angry about the loss of the monorail (which, sadly, Sound Transit helped kill instead of seeing it as a valuable complement). Rapid Ride helps, especially with the expanded hours, but still doesn't link well to the light rail, plus gets stuck in traffic, and stops so often downtown that it doesn't feel like real Bus Rapid Transit. And the current configuration of light rail doesn't help that much, because of where it's located. When I go to the airport, for instance, it takes only about 7-8 minutes less to go to a Light Rail stop than to drive to the airport itself, and then I have to wait for the train. I have no problem with intensive Bus Rapid Transit as an alternative to light rail, but it has to be better integrated. I've visited and written about Curitiba, Brazil, which initiated Bus Rapid Transit, and the efficiency and public participation levels are far greater. So I sincerely hope that you'll add a spur to West Seattle when you expand light rail.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/07/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98199

***Comment***

Clearly in your short survey you are looking for a positive response with your biased questionnaire that does not even ask why you might be against expanding sound transit light rail. So here it is: the cost high per mile is very high and limited in scope. To cross the ship canal if either underground or over the canal at the Ballard Bridge (15th Ave) is PROHIBITIVE and going to Ballard by anything other than bus is too expensive. We have been there before....better bus is the answer. Don't pull another Big Dig Seattle.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98155

***Comment***

I am excited for the Lynwood Link to reach my stop at Mountlake Terrace. Getting to that stop would be easier if there was a bike/walking path parallel to the new tracks. If there is going to be an access road to the at grade sections of new track, I would like to see them designed for dual functionality as rails and trails.

Snohomish county is in even worse shape for bike paths, and I think bike paths are the best way to increase transit use from low density housing areas.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98199

***Comment***

We do not need sound transit coming into Magnolia. We have enough congestion in our business district.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	ST3 Web Form

**Zip Code**

98103

**Comment**

Greetings,

I have a suggestion that would involve a teaming up of WSDOT and ST to reuse the express lanes of the 1960s into today's needed high capacity I-5 corridor. My points:

- With convenient Light rail transit from Northgate to downtown, the North Seattle communities quick express lane access to downtown is no longer the primary purpose of these reversible lanes.
- The express lanes are inefficient, their entry and exit points shrink down to one lane at the south end, two lanes at the north, even though there are 3-4 lanes in the middle. They are not expressy with those kind of bottle necks.
- We will always want to have quick, reliable and alternate back up transit (i.e. ST Buses) to Light rail service going up/down the I-5 corridor even when Light Rail reaches Lynnwood.

Express lane re-engineering

- Create diamond lanes going in/out of downtown all the way from Northgate. I personally have used the 512 bus and it takes more time to go from Northgate to the N.E. 45th Street station than from South Everett Fwy Station to Northgate. Very frustrating.
- Convert the remainder of the express lanes real estate to one general purpose lane going south and one general purpose lane going north
- Converted the N.E.45th street overpass into a Fwy ST bus station (similar to the ones being created on Mercer Island)
- Make use of the Green Lake P&R and add Fwy ST Bus Station capacity (similar to the ones being created on Mercer Island)
- Add a south bound access ramp to the express lanes road deck at N.E. 45th (we have a north bound off ramp at N.E. 42nd)

I am no expert of road engineering, but I think it's time to be bold and do a major remodel of our out of date express lanes. I'm sure there are smart road engineers that can find a solution. Thanks for listening.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I live in Northgate and my opinion is that the light rail needs to be fast. Current light rail going to the airport is extremely slow at some places and the commute time is long. Please make sure to do everything you can to increase the speed of the train. A slow transit system is a ball and chain on our economy.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98102

***Comment***

Hello, I just completed the Sound Transit 3 survey and I would like to make a suggestion/comment known and heard as much as possible.

Could ST3 include a change to the alignment of East Link? So that instead of East Link merging with Central Link at the International District, we create the 2nd downtown Seattle Transit tunnel from the Rainier Station, to Boren/Jackson, to Boren/Madison (First Hill), to Westlake....then on to Belltown, Uptown, Ballard.

re-route the EastLink alignment. I know this may be late in the game to make this suggestion but this could be a solution to create an additional downtown Seattle light rail tunnel that also directly impacts/benefits riders coming from Mercer Island, Bellevue, and Redmond. The realignment should happen at the Rainier station. For trains coming from the East side, from Rainier station the alignment should turn northwest with stations at Boren/Jackson/12th and underground at Boren/Madison. From there it should bend further west to create a second underground station at Westlake. From there it should continue underground for stations at Belltown, Uptown then further into Ballard (either via Queen Anne/Fremont or Interbay). This would provide a nice "X" pattern of intersecting light rail lines. Then, when ready to expand light rail to West Seattle, that line can merge with the current Central Link at SoDo and continue on to Capitol Hill, UW, etc. expanding the "X"

I hope it's not too late to study this change. This could be a great way for voters in East King County to support an additional Light Rail tunnel that isn't "Seattle Only"

Thanks for your consideration

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

**Comment**

Dear Sound Transit,

I've completed the Sound Transit 3 survey and I would like to expand on a comment I made on the survey. It may be way out on left field...or it might just be feasible. Let's build the second downtown Seattle light rail tunnel along the East Link alignment, connecting Ballard to East link via First Hill and Little Saigon. Then connect West Seattle via the Central Link alignment. Maybe this is too big of an East Link change at this stage....maybe not.

This could be a solution to create an additional downtown Seattle light rail tunnel that also directly impacts/benefits riders coming from Mercer Island, Bellevue, and Redmond - getting support for a downtown Seattle tunnel from the east side, suburban constituency. The realignment should happen at the Rainier station. For trains coming from the East side, from Rainier station the alignment should turn northwest with stations at Boren/Jackson/12th and underground at Boren/Madison. From there it should bend further west to create a second underground station at Westlake. From there it should continue underground for stations at Belltown, Uptown then further into Ballard (either via Queen Anne/Fremont or Interbay). This would provide a nice "X" pattern of intersecting light rail lines. Then, when ready to expand light rail to West Seattle, that line can merge with the current Central Link at SoDo and continue on to Capitol Hill, UW, etc. expanding the "X"

An additional benefit is that the redevelopment of Yesler Terrace is coming up, creating an opportunity to create a tunnel portal there.

Riders from the East Side or Ballard would transfer to the Central Link line at Westlake station. The downside is East Link and Ballard would not have a direct transfer to King Street Station/Sounder, but it would be a pretty quick transfer from Westlake, or the streetcar at Boren/Jackson

Maybe we build the Westlake to Overlake alignment first (Westlake station would become a major transfer point for East Link riders traveling North to Capitol Hill/UW, or South to University Street/pioneer Square/Airport) to meet the original opening date of East Link, then add on the Westlake to Ballard portion when ST3 funding is available.

Here's a rough sketch of what this might look like: Central Link = blue, East Link = green, West Seattle = red

[Map of proposed routes provided by Michael Houston]

I realize this may seem a bit radical and unrealistic, but maybe this is a way to get that other light rail tunnel through downtown, preserving capacity in the current tunnel for a West Seattle extension, with support from the suburbs.

I hope this is a recommendation worth considering, please let me know what you think.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello,

In Ballard we've seen a huge influx of multi-family housing over the last 10 years. Additionally we've seen our primary exit/entry transportation routes become not only far more crowded but more restrictive. The new buses, the red ones, are barely a token in return for the development we've been told to accept. We all know the city is making huge property value hikes on all these condos so how about you get serious about giving back by sending some genuine mass transit our way.

Thanks

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98117

***Comment***

Please give Ballard better mass transit, especially lite rail. Thanks

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98177

***Comment***

Mass transit that is off street grade is CRITICAL for regional growth! Traffic is awful, and getting worse.  
I'd use light rail, because it's fun and relaxing and one can work, too, while riding.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98126

***Comment***

Priorities: City core first i.e. Ballard and West Seattle.

THEN: Outlying areas, Federal Way, Everett and Redmond.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98023

***Comment***

how about going to federal way we already paid for it.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98109

***Comment***

The need for train transit on the west side through Queen Anne and up to Fremont/Ballard is greater than ever. With the ever increasing density of Amazon employees in South Lake Union, housing density continues to increase. The Mercer Mess is terrible and only getting worse. Providing reliable train transit through the Denny Triangle, down Westlake through SLU, down mercer, and around Westlake in to Fremont and ultimately to Ballard will be key to providing a strong transit system for the western side of the city.

We need to send this to the voters to pass a tax for train transit through SLU and through Fremont to Ballard!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi - I have lived in central Seattle for over 15 years now and will be moving to West Seattle this month with my family. We are very excited to live in and explore our new neighborhood, but we are a little nervous about being so cut off from the rest of the city and from faster public transportation options. I would like to strongly support work towards a light rail station being created in West Seattle.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

**Comment**

Hello,

I'm not sure if this is useful or not, but I figured it might be worth passing on some additional details and observations of my own.

0. I used to be a frequent transit rider, both when I commuted from South Lake Washington to UW, and when I commuted from Magnolia to UW. Now I mostly ride a bicycle since I commute from Magnolia to Fremont, most of which can be done via the canal trail :)

1. I rated a Ballard connection the highest, because I'm from Magnolia, so I'm obviously biased.

2. A tunnel/bridge option over the ship canal that incorporates bicycle and pedestrian access would be extremely popular for several reasons. First, the Ballard bridge walkways are unpleasant for pedestrians and downright dangerous for bicycles, rendering it an useless corridor for bicycle commuters. Specifically, the divider curb between the walkway and the car lanes is just the perfect height to catch a bicycle pedal and send a cyclist careening out of control into traffic with a high probability of death. I am an experienced bicycle commuter and in the few times I've cycled over the Ballard bridge, I've sworn I wouldn't do it again. There should be observations of the number of cyclists that use this bridge vs the Fremont bridge. I know firsthand that many cyclists to Ballard and Fremont from downtown go through Magnolia, either up along Gilman and down to Fisherman's terminal or up to the foot bridge over the railroad tracks near the locks, and then through the locks. The locks, however, have limited hours, which limits their use for cyclists and pedestrians. Likewise, due to the geography, the 15th Ave W/Elliott corridor is almost impossible to use a bicycle. The waterfront trail is great by with few connections (the new bridge at Uptown is great, but more would be needed).

3. Traffic along 15th Ave W from Crown Hill to downtown is getting noticeably worse by the year, and is to the point where it can be nearly unpassable at evening rush hour and is causing traffic jams into Queen Anne. The 99 tunnel work may be exacerbating this, but the fact is that Ballard is growing rapidly, while there are a very limited number of routes there due to geography. Bus routes from Magnolia to downtown can take a very long time and the timetables are always very optimistic during rush hour. If I worked downtown, driving would really not be an option. However, as Magnolia is a transit island at night, a car is necessary in order to get back to Magnolia.

4. Westlake seems less important to me since the majority of traffic I have observed (which is low compared to 15th Ave W) is from Fremont to I-5 with the purpose of getting on I-5 rather than serving as a local commuting corridor.

5. I don't even know where to start with the nightmare that is commuting from West Seattle to anywhere east. It actually blows my mind that there are not more transit options already.

6. Transit options may help address the fact that traffic comes to a choke point at the north end of the University bridge. This is another area that can become completely unpassable.

7. BRT seems like a theoretically viable option from Ballard to the University district, but may be limited by any viable places for buses to actually move expediently. Long term, a light rail tunnel may be the only option to connect these areas. A ride on the 44 bus is painfully long.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello,

I have additional feedback for Sound Transit with respect to the recent survey notice sent out regarding Sound Transit 3:

- Please consider eliminating the surface options for Light Rail extensions. It never ceases to amaze me that in every major metropolitan city where density is ever increasing and the value and utility of surface streets is at a premium, we don't need to overload the function of surface streets with at grade light rail crossings. These crossings simply exacerbate the congestion problem. Non-dedicated rights of ways also have demonstrated to be problematic for Sound Transit on Martin Luther King Jr. Way and the number of collisions that have occurred. Grade separated transit has consistently proven to be the most reliable means of delivering on time service to users that need to make connections with other buses or vanpools to get to their final destination. Surface options are a penny-wise, pound foolish approach to extending light rail service. Please consider doing this right the first time.

- Perform a study on using the Eastside Rail Corridor for light or heavy rail, as a means of providing rapid transit service to every major Eastside city. This 42 mile corridor connects 3 major work centers with every major Eastside city. Aside from Bellevue, the rail alignment passes through each city's city center or close proximity to it. Moving commuters from where they live to where they work on a right of way that the government now owns is a great use of land for the greater good. Other major cities like Vancouver BC (Skytrain Expo Line), Los Angeles (e.g. Metro Expo Line), and Chicago (Orange Line) have appropriated former rail right of ways to quickly build rapid transit corridors that serve large number of passengers. Why is this being overlooked? It seems like a no-brainer.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98178

***Comment***

We are in dire need of transit options in the S. King County region. Please implement the Boeing Access Rd. Lightrail station. This would serve a community that is vastly underserved by all transit options. If you build it, they will come.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

Recommendation: Link light rail, above grade, not subject to being hit by a car nor being delayed by a car, from Seattle DT to West Seattle. Along Delridge, Along Roxbury, Along California. A big circle around West Seattle along the major traffic corridors.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98106

***Comment***

Recommendation: Link light rail, above grade, not subject to being hit by a car nor being delayed by a car, from Seattle DT to West Seattle. Along Delridge, Along Roxbury, Along California. A big circle around West Seattle along the major traffic corridors.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98117

***Comment***

The emphasis for any new rail lines should be to Seattle's suburbs, particularly to the north. Facilitating the movement of commuters from the suburbs also holds the potential for addressing some of the area's housing affordability issues. Unlike Seattle the suburbs still have large tracts of undeveloped land which, if good commuting options are provided, could provide realistic affordable housing opportunities. Rail to Ballard would be a waste of precious transit dollars as Ballard has probably the greatest number of existing roadway options to commute downtown. We can commute via the Fremont bridge, the Ballard Bridge, SR99 and of course I5. All Ballard needs is increased bus service and perhaps a bridge or tunnel (ouch!) that doesn't open, perhaps dedicated to bus service during rush hours. Also, how about doing something about the slides that make the Sounder's northern route unreliable to the point of being a joke.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98116

***Comment***

please get light rail out to West Seattle !! I rely on public transport and am having to pay for uber to get to doctors appointments as 3 different busses,, the last letting me off 6 blocks from Roosevelt clinic is just not do-able !!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98101

***Comment***

Improving transit from 45th St & I-5 to Southbound will be great. Get the light-rail up there please!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email

***Zip Code***

98112

***Comment***

[Allen originally tweeted @SoundTransit, and was directed to the ST3 email.]

Hi there my name is Allen Brand and recently my house at 421 26th Ave E Seattle, WA 98112 received six of the same mailers for your ST3 event. Now I will admit that I live in a house with 5 other people that are all registered voters but your mailers were all addressed to resident and we do know how to share. It just seemed like a waste of resources and overwhelming. I just thought I'd email you to let you know of the situation.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I'm trying to take your survey and am stuck on the first question. Under the Central Projects the 1st 4 refer to routes from Downtown to Ballard. I think having one is very important. I'd like to pick one over the other as most important but 3 of them refer to tunnel/elevated options that are not clearly defined. I looked at the reference but still could not tell the difference. How would I know which I consider the most important?

Confused. I decided not to finish the survey but would like to if I could get some clarification.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98125

***Comment***

More transit from Everett to/from Seattle to relieve the constant congestion on I-5 as well as from Redmond/Bellevue to from/from Seattle to relieve congestion on I-90 and SR-520.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi Sound Transit,

I am writing to express my strong desire to see a light rail line come to West Seattle.

We were supposed to get the Monorail line, but that never materialized. With budget cuts, we have fewer buses running and they are overcrowded. The real concern, though, is the huge amount of construction that is going on to make West Seattle an urban village. The number of condominiums that are being built is astounding and is totally overwhelming us.

We have limited ways to get to the city and the WS bridge is basically the only way out. When we add all those new residents, I'm really afraid that our transportation situation will become even worse than it already is.

Please, please, build a light rail line to West Seattle.

Thanks for listening,

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello,

I very much support a light rail system, and by no means have any expertise in this field. But I'd like to make a suggestion. I think it would be smart to set up tracks above ground, similar to the Skytrain in B.C. Canada. I live in the capitol hill neighborhood and if you allow cars to stay on the same road as the tracks laid down, it won't solve any problems. Trains getting stuck behind cars doesn't make public transit any more desirable.

Thank you for considering my suggestion.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98121

***Comment***

Hello

I see no links that say survey. Where is the link for a survey?



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98122

***Comment***

It's pretty ridiculous that this city cuts transit and has minimal mass transit. I spend two hours each day in transit between capitol hill and bellevue. And it's no better by car: I got rid of it.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98136

***Comment***

I received a flyer saying I can take part in the survey at soundtransit3.org. So I get online and find no easily visible link to the survey. You need to have the survey VERY VISIBLE. It's hard enough to get people to participate in local government. Having links that don't lead to the advertised feature is completely off-putting.

W re: to future transportation destinations for Sound Transit. I'd like to see W. Seattle and Ballard connected to downtown. As well as Redmond. MS employees make up the bulk of King County's tech employees. Microsoft has done a lot for the region, it would be good to have a train connection that leads to the location of the biggest tech employer in the Northwest. I am not an MS employee nor have I ever been. I'd just like to see an alternate to 520 for local commuters.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Seattle to Everett and Tacoma a must top priority. This services the highest number of people

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98104

***Comment***

I am really excited about this, as people get pushed farther and farther out of the city- a fast, reliable transit option is the only way families will survive. I have taken the survey but I really have a preference for the South end and North end rail links where population density can grow even higher

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98107

***Comment***

Due to the explosion of high rise condos/apts and multi-plexes in Ballard with an inevitable explosion in Ballard's population, I would love to see a light rail station from Ballard to Downtown and Ballard to Everett. . .Buses are often loaded and overloaded during peak times, even the frequent RapidRide D.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/11/2015	Unknown	Not applicable	Email

***Zip Code***

98103

***Comment***

Hi,

I am in favor of improving light rail and bus service and am willing to pay more taxes to do so.

I think it is crucial that the improvements NOT be on street level. The trains/buses would get stuck in traffic if mixed in with the traffic (already a problem with light rail from downtown to SeaTac). Above grade rail/bus or completely dedicated lanes for transit (not shared with any cars) are my preference, possibly tunnels.

Thanks for asking for opinions!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/11/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98117

***Comment***

Ballard needs light rail now! All these new condos and apartments will house lots of people, presumably needing some form of transportation to get around. The monorail, with all its faults, was a missed opportunity. We traded it in for our own BIG DIG. Thanks Mayor Nichols.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/11/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

received the mailer asking my opinion on which project should be put to public vote. I have resided in Seattle proper for ten years now and all I can say is every year traffic gets worse and because the county has been slow to respond over the years we can't seem to keep up with growth. It would probably take more money then anyone can afford to get us up to speed with growth.

With that said here are my suggestions. I think serious consideration should be given to the expansion ideas involving subway routes. In many ways it makes a lot of sense. I feel like light rail has been shoved down are throats as the only alternative we have coupled with buses. And don't get me started on buses, it's such old school thinking to solve a modern problem for such a metropolitan area. I have taken light rail to the airport. The reality is with all the stops there is nothing "light" -ning about it. I can still drive to and from the airport with moderate traffic quicker. It's reality. If you are going to continue with this direction you need to figure out how to design this system to incorporate express routes with fewer stops.

In prioritizing the list given to us I believe the first use of additional funds should be used to speed up the time frames on the 2021 and 2023 projects. It's ridiculous to think that a solution to just these areas is still 8 years out. Yay!? I don't think so.

After speeding up those projects I would prioritize west Seattle and Ballard routes first. Those areas have exploded in growth and are a nightmare to get in and out of. I used to go to Ballard all the time, love it there. Don't bother to go anymore because it's a headache. Would love to buy a place in W Seattle but refuse to knowing how hard it would be to get to my job everyday from there. After that I would expand services north to Everett and south to Federal Way leaving Tacoma and Redmond last. I think focusing on Bellevue, federal way and at least as far as edmonds at a minimal could alleviate enough pressure that extremities like Tacoma, Everett and deeper Redmond could get by a bit longer.

That's my two cents. Hope it's of use.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

[Attached project list]

To All Counties and Transportation Agencies,

King County Department of Transportation, Road Services Division (RSD) is in the process of updating its Transportation Needs Report as part of the 2016 King County Comprehensive Plan amendment cycle. In accordance with the Revised Code of Washington (RCW) 36.70A.070 Comprehensive Plan, this request is being sent to all agencies with jurisdictional boundaries that intersect with unincorporated King County road infrastructure.

King County's Transportation Needs Report has historically solicited and considered information about adjacent city and transportation agency projects to consider impacts and include as important needs in King County's transportation system. As part of our 2016 update, Roads would like to update the status of your projects collected for our 2012 Transportation Needs Report to ensure their impacts are considered by our traffic and transportation engineers. Of particular interest are those projects that will connect or lead vehicles or pedestrians into unincorporated King County.

Please examine the attached list of projects in which your county/agency was the lead agency/sponsor and note which projects have been completed or dropped from consideration. Please update the remaining projects or add new projects with the following information:

- Project phase (preliminary design, right of way, construction)
- Project cost
- Project description
- Project scope/location

Please send your updated lists via e-mail to [aaron.lykken@kingcounty.gov](mailto:aaron.lykken@kingcounty.gov). I would greatly appreciate your updated projects lists by June 29, 2015. If you have any questions or concerns about this request or need additional information, please don't hesitate to call me at (206) 263-2134.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email

***Zip Code***

98118

***Comment***

Subject: Bus Service Re-in statement for Seward/Pritchard Beach Neighborhoods

Since losing bus service to and from downtown south of Othello residents of this area are expected to walk 6-8'blocks to access the 7 Rainier or another 4-6'blocks for light rail service.

"Mention" is made of buses seamlessly connecting riders to light rail stations serving as transit hubs. What are the specific areas to be included in the "seamless connections" and has consideration been made for concentrated periods of transit service i.e. (7:00am-9:00am) and (5:00pm-7:00m) in areas with less concentrated numbers of passengers during non peak travel hours.

Projects need to be identified well before November 2016 and well past the point of study or consideration before this member of the public will vote for yet another regressive property tax assessment.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

To Whom It May Concern,

Please bring light rail to West Seattle. There are huge numbers of people moving to this area and massive developments - meanwhile, our buses are about as crowded as the West Seattle Bridge. There are too many people here and simply not enough good transportation options. Our community needs mass transit reform, and therefore I urge you to prioritize putting West Seattle light rail up for public vote. Thank you.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			
98118			
<i>Comment</i>			
West Seattle First, then Ballard, then Redmond			

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98168

***Comment***

is there any talk for an infill station at S. 133rd St. in Tukwila?

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email

***Zip Code***

98118

***Comment***

To be recorded as a comment on transit development in Seattle region:

More infrastructure / extending service area is necessary. BUT, funds should also be directed to increasing service hours and regularity on existing routes. We should push for 5-minute max intervals and closer to 24 hour service. This will encourage ridership as much as expanding the service area.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello,

I just completed the sound transit 3 survey, but I wanted to follow up with a written comment stating the importance of high-speed grade separated transit to West Seattle. Ideally this would be to both the Delridge/White Center area and the Alaska Junction area.

Light rail is strongly preferred, but completely grade separated bus rapid transit (unlike anything currently in Seattle - RapidRide is not sufficient) would also suffice. Please do not provide rail that will be slower than a bus. Full grade separation is critical for my vote for this package.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/13/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello,

I would like to see an extension to Everett because the University of Washington has plans to incorporate Everett Community College into its system.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/13/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98125

***Comment***

Improving the 522 corridor via light rail or dedicated bus lanes would be great

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/13/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98106

***Comment***

West Seattle desperately needs a Sound Transit spur. The population here is enormous and the bridge infrastructure would benefit from reduced traffic.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/13/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98115

***Comment***

100% behind this! Let's get some real rapid transit going in this town!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/14/2015	Unknown	Not applicable	Email

***Zip Code***

98106

***Comment***

I would appreciate it if the link light rail would run 24 hours a day. My current primary use of the link light rail system is riding to and from the airport. Link light rail does not work for the first flights of the day and late arriving flights arrive after light rail service stops so I end up using a car or taxi in those cases. It would be nice if you if you didn't have to worry about light rail service hours and could rely on it 24/7.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/15/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

s a 25 year resident of the Ballard area, I have to ask for serious consideration to help with the overcrowded mess the city has created in Ballard. The rate of building permits for high rise condos and apartment buildings has been seriously overdone to the point of traffic congestion that is intolerable. The flier that come in my mail said that the city growth overall is projected to be 32% higher in 25 years. Well the city has probably doubled the population in Ballard with it's poor planning in just one year. First we were promised a train station but that got cut out of the budget. Then we were teased with the monorail, and that fell through. Massive overbuilding was based on these transit plans, and now we are stuck with overgrowth and too little transit. So please, please, please put Ballard at the top of your priority list for new routes. Thank you.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/15/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Please bring the train to Ballard. Got your flyer today - and that's my feedback. I'll be driving until then....

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/15/2015	Unknown	Not applicable	Email

***Zip Code***

98119-2906

***Comment***

Dear Sound Transit:

I strongly support the extension of light rail to Ballard and West Seattle.

Thanks for the brochure sent to 1818 11th Ave W Apt A, Seattle 98119-2906.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/15/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98126

***Comment***

Can't reach any of your meeting on the current buses on the routes they run. No meetings in W. Seattle, Burien, White Center. As usual no service here.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/15/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98122

***Comment***

A ballot measure for the sounder and light rail Boeing Access Road station proposed is especially important for my family's needs getting between downtown Seattle and Tukwila for work. Please accept my comment as strong support for the initiative.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/15/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98155

***Comment***

the 522 Corridor is a mess and getting worse with 520 tolling and increased population. Please prioritize improvements to 522 with better mass transit and vehicular improvements to the roads. I fear with more people coming to use the light rail in addition to people driving around the top of the lake to avoid tolls it will become even harder to get to my home in Lake Forest Park. I do not feel the plan with 520 or Mass Transit has considered North and North East King county. Thank you.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Subject: Light rail/train expansion

I wonder why Tacoma is a south destination and appears to be easing up to Olympia?

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Sound Transit will more likely have a successful ballot effort if it disassociates itself from the light rail trolley project of the Seattle mayor and City Council. Many residents are committed to stopping the growth of that project. That is an expensive project which will save five minutes off of commute time to Ballard from Downtown. It clearly wants to undercut the successful Rapid Ride system that should continue to grow.

Thanks,

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98116

***Comment***

I urge you to build a line to West Seattle. The "C" express bus is great, but the traffic on the West Seattle bridge is already bad and when the new apartment complexes in the Alaska Junction are completed, traffic will only get worse. There are real bottlenecks where the West Seattle bridge merges onto SR99 and I5.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/17/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

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 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 District have continued to grow and be attractive to large employers. Transportation alternatives are becoming essential to our business and residential communities and to the quality of life in the Seattle area. The Boeing Access Road Stations should be part of the ST3 Priority Projects List for the following reasons:

- The Boeing Access Road projects align with Sound Transit’s 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.
- A study conducted by Fehr & Peers conservatively estimates that if we opened the Boeing Access Light Rail Station today we would anticipate an additional 1,400 riders before considering the multimodal add-ons which is considerably more ridership than some of the existing stations.
- The Boeing Access Road stations will serve an area with large employers and more than 15,000 jobs and the area/district is growing annually.
- The Boeing Access Road stations coupled with buses will connect riders with area businesses, regional shopping centers and premiere tourist attractions like The Museum of Flight which serves over 600,000 visitors annually and expects to grow attendance to over 1,000,000 in the next ten years.

The Boeing Access Road Stations are important to the Tukwila community and to the region. I urge you to maintain the Light Rail and Sounder Rail Multimodal Station at Boeing Access Road as part of the ST3 Priority Projects List.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/17/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

I live in Uptown (Seattle) and commute to downtown for work. Metro does a great job of serving my neighborhood on most days, but when there's a major traffic crisis it's literally faster to walk than ride transit.

So from a purely selfish perspective, I would like to see a grade-separated route from near my house to downtown as part of ST3. I would be equally happy with a new light rail line as I would with simply an extension of the DSTT (or a second downtown tunnel to SODO).

Using a mixed traffic (bus/train) tunnel would allow it to serve Ballard, Fremont, Magnolia, and the Aurora corridor (possibly reusing part of the Battery Street tunnel) as rail corridors are slowly built out through Northwest Seattle.

In any case I believe that even an exclusive-lane surface-running segment will not adequately address the reliability of transit for my commute.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/18/2015	Unknown	Not applicable	Email

***Zip Code***

98108

***Comment***

Dear Sound Transit Three Organizers,

Thank you for encouraging and supporting community participation in the light rail decision process. I am delighted to see the survey and to hear about the presentation that will be held in Federal Way (my area) on June 25th at the King County Aquatic Center, Banquet Room.

I would be so astatically happy if you were to approve building the Boeing Access Road Light Rail and commuter rail. This just makes so much sense to me; over an estimate of 10K people travel from aboard to work in the this area for Boeing, the Museum of Flight and other companies, and there is currently no service available, besides the 124 bus route which ride East Marginal Way South, and it will not travel far enough for many to use without several transfers. So, in order to ensure that I am not late due to traffic delays, I start my commute at 6:45am to arrive at work at 8:00am.

FYI: When I lived in Tacoma in 2004 and worked in downtown Seattle; I would take the Sounder to and from work every day and I loved it and I miss it so much! I did not know how lucky I was to be on a Sounder route. It currently takes me over one hour and 15 minutes to drive from North Tacoma to Boeing Field and I have been on a carpool wait list for so long, I stop checking the status. With so many Boeing employees on this route, I just assumed there was a better form of public transportation. But, there is not.

So, please help us! We truly need light rail and Sounder access on Boeing Access Road. I promise you 'I and many others' will walk the rest of the way. No skip and dance, in celebration of the traffic stress relief, money and time we will save on light rail.

Thank you for your time and consideration and I hope you have a great evening. :)



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/18/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

As a resident of West Seattle - a light rail extension would be great. Consider the extension tying to light rail in SODO, rather than downtown (or BRT to SODO - the #50 can get you there, but it's not very efficient). Lots of destinations south of West Seattle, including the airport, and it always seems backwards and time-consuming to go downtown first. A SODO connection would serve both downtown and places to the south. Not sure how many folks in WS work downtown - if most do, then the link should be to downtown.

As a tax payer - whatever serves the most people, and gets the most cars off I-5, I-90 and the main arterials. Light rail is great, but pricey - you have to move a lot of people to sell it. Traffic congestion is getting so bad, it's a real detraction from all the great things the Seattle area has to offer. We can't afford gridlock.

Good luck!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/18/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98116

***Comment***

YES LINK RAIL TO WEST SEATTLE! West Seattle ABSOLUTELY needs better public transportation - especially close to Alki! Alki is a HUGE MESS almost every day in the summer, there are so many cars. The Admiral district right now doesn't even get a bus directly to downtown anytime outside of peak hours - and service is cut off by 6:45pm leaving downtown! It's absolutely ridiculous, there are so many people who would take public transit if it was reliable! Please build a rail system out to West Seattle!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

In Boston we had the option of adding value to our Orca card equivalent while we were boarding the bus/Metro. I would love to see ST and Metro implement a similar option because it's inconvenient to wait 24-48 hours after doing it online or try to find a station where one can add value instantaneously. 2) It would be wonderful to have the station currently at SeaTac Airport move closer to the actual check in centers. At the moment it's difficult to walk with all your stuff across all of the parking lots. An alternative could be providing luggage trolley station or a mini shuttle service.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

Replicate D Line service with light rail station at key Arena (on campus) at 1st N/Republican; Uptown light rail must be below grade

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

Please hold accountable or as in past good faith and entry agreements to acknowledge any or small claims in the Central Districts. 8 years and your still shaking my home. I am having Material Degation. Call 206-495-1847. Sound Transit Light Rail is ignoring claims and prepping test months before a major test are done. Unfair! please acknowledge! Please separate sound transit Metro/from Sound Transit Light Rail

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form

*Zip Code*

***Comment***

Projets CO1A ;and CO3A seem good choices. Also increast penetration of neighborhoods to serve seniors and disabled who can't come to arterials.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form

*Zip Code*

***Comment***

Fewer parking lots and more connections

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

For Metro-Focus on frequent service serving high density population and employment centers. This service should reflect a majority of service in the county. Let ST provide the majority of express service. Leverage the frequent network by feeding it with short local service routes. Please show how supporting capital investments leverage the frequent, local and express services. Thanks.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form

*Zip Code*

***Comment***

I support the frequent service alternative. "Local" perpetuates the terribly slow service we have. Waiting delays are >50% of my wasted time on the bus.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

***Comment***

Need better synchronization between express services from Eastside and local bus service. Currently very cumbersome to use public transit to get from Bellevue to waterfront, SLU, Seattle Center, Cap Hill. More parking needed at Eastside Park & Rides

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

From the existing corridors for North Seattle, the fully grade separated corridor via Interbay scores best in my view. However, if one looks at page 2-47 of the Seattle Transit Master Plan one can see that mom-work trips represent 83% of all trips and this corridor does not cover all of them very well. The Ballard Study corridor (?) Queen Anne tunnel alignment covers non-work trips in the Ballard-Fremont area and the LQA-Belltown area as well as downtown bound work trips and should not (??) can be excluded is a station upper Queen Anne. Corridor D may well provide a better ROI given that it covers that amount of trips.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

The primary issue is not congestion but the ability to get around without a car. As Jarret Walker says, people want "abundant access to places" and "more transit choices means more freedom". Therefore Metro alternative 1 "Frequent emphasis" is the best. If a bus is coming every 10-15 minutes all day and evening, then I can take it anytime, it can fit into my travel plans. I don't have to memorize a schedule. I can change my plans easily, transfers are easier, and it's not so bad if I miss a bus or it breaks down or gets delayed. So frequent service first, express service second (if you want a hybrid model) Local emphasis is what we've had for forty years and it makes it hard to take transit. If buses are half hourly or hourly, then people will drive even if there's a route on their street. Only people who have no choice or are serious transit fans or environment-sustainability fans take it and sometimes even they find it too inconvenient to take. Schicago and San Francisco have greid routes every 5-10 minutes daytiem and 15-20 minutes evenings and their ridership is much higher than ours because of this. This is what we need: a full-time frequent network with a 10-15 minute standard. Thsi is more important than serving every low-ridership street.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

***Comment***

Use short driverless Link cars, cheaper to build stations and more frequency!; I like the idea of doing a second tunnel and first using it for buses , later for Link; make sure that buses arrive on same platform or very close to Link so that elderly people can switch easily; focus on high frequency then transfers are ok you could do Ballard to UW and transfer to downtown that way!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

***Comment***

Sound Transit Light rail expansion within Seattle should be a high priority, but must be grade separated to support reliable and fast service. I strongly support C-02 (Ballard-U District), C-01 c/b (downtown-Ballard, elevated/tunnel) and C-04 (downtown tunnel). I do not support C-01a, C-01d, or C-05. While light rail should go to West Seattle eventually there are other more urgent needs that can make more cost-effective use of our limited revenue options. ST should also consider studying a light rail tunnel along the Denny Corridor from Uptown to Capitol Hill, and then turning south along 23rd to Mt. Baker Station. This provides much needed connections to SLU & the Central District. Metro: I strongly support the Frequent Service emphasis. This seems to perform very well against the most important metrics and enables quick and easy trips to a large number of destinations. Although it may face resistance from people opposed to change I think it is the best option to help our city grow and thrive. The express emphasis, while good for commuters, does little to help with life within the city. The local service emphasis seems to be a waste of money, leaving driving a car as the best transportation choice. One area I'd like to see more emphasis and discussion for of service, extending frequency into the evenings and weekends. That would make it much easier to live a car-free life.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

I do think the following should be looked into: 1- 45 minutes Tacoma-Seattle Sounder; 2- Build Federal Way Link extension; 3- Ballard to West Seattle should be full grade seperated Metro (automated); 4- find a way to serve SLU via BRT or RRT; 5- 405 BRT and perhaps look at a Renton RRT option to compete against 405 travel times. Any rail project should be grade separated. I am not in support of Paine Fields branch or extending LRT to Tacoma and Everat yet given travel times. I thin more areas int he City of Seattle and dense areas need to be emphasized.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

Macro coordination between ST & KCM is a good idea- go for it! But "micro coordination" is also important. Metro needs to find ways to make connections from (and maybe to as well) ST more convenient and reliable. One example- busses should not leave stops near light rail stations when people are waiting to cross the street from the platform.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form

*Zip Code*

***Comment***

I feel that quality grade-separated ST# projects in Seattle are essential for the mobility of the region, and for political viability of the ST# ballot measure. I would also strongly encourage ST to study the Ballard-DT rail corridor option D.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form

*Zip Code*

***Comment***

ubdated Ballard pop numbers! A Metro 8 subway; Ballard-DT that's totally subway!! Bypass station to speed up Central Link

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

***Comment***

My concern is getting an economical montly pass (or higher) that works across Metro and Sound Transit. If adding trains takes away busses, I want a pass that is not a whole lot more expensive than the bus pass I have now, so I can still get on the train. When the bus isn't on that route any more.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form

*Zip Code*

***Comment***

ST could hardly build a worse transit network or care less what we say. I won't waste my time. Disband the agency and let Metro run light rail and WSDOT Rail Division run commuter rail. Your decisions are driven entirely by politics, not transit or transportation.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

***Comment***

I have observed the unprecedented growth in people living in West Seattle over the last 5-10 years and we need light rail! Please prioritize a line to the Alaska Junction area and consider how you can have that line circle back to Sea-Tac or Des Moines/Fed Way in the future.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

***Comment***

1- Building affordable housing will be challenging in Seattle. Everett & Tacoma lines open up options for affordable communities. 2- train/light rail should avoid being on the roadways. The roads are too sensitive to congestion with minor accidents.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

We need light rail to reach all regional population centers. We should then eliminate express busses and concentrate on frequent local busses. Park and Ride capacity is also critical.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

Many small areas have community transit options, but the small localities are unable to do many studies or have adequate stops to address growing needs. Are there any liasons, mergers or partnerships that would allow more service through ST or Metro in conjunction with community transit or are the agencies and priorities different in their funding goals? If people avlid transit because using it means driving on crowded roads to the Park and Rides, what paths do Metro/ST see fro addressing local needs underfunded locally?



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form

*Zip Code*

***Comment***

We need updated Ballard pop numbers!!!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

Shorten the Southbound Tunnel routes to the stadium station. Many times the buses are hold up for the train and the trains have to wait for the buses. Discontinue the paper trasnfers on Metro. Sound Transit, Community Transit and Everett Transit have stopped using paper transfers a long time ago.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98103

***Comment***

In regards to the site and survey, this page really needs more information for people to make an informed decision. I'm fortunate enough to be a transit professional and have a great understanding of ST3, but there are so many different projects with so little information on each. The one-or-two sentence explanation on the ST3 map or the draft priority project list isn't enough, and it's too much to ask the normal citizenry to read though all the thick HCT reports (links to those are missing) as it takes a significant amount of time and technical understanding to figure them out. Consider creating a simple fact sheet for each individual project, with individual links on the survey page, that includes costs, length, timeline, and other necessary information. ST2 has this fancy list of projects with a simple PDF explaining each. <http://www.soundtransit.org/About-Sound-Transit/News-and-events/Reports/ST2-project-details>

My friend may have put this best when I sent the survey to him: "the options make no sense and they don't provide any useful data on understanding the choices." I can't help but agree

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email

***Zip Code***

98101

***Comment***

Subject: Please add me to your e mail list

agrainger@gglo.com

grainger.alan@gmail.com

Alan Grainger AIA

Founding Principal

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**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			
98102			
<i>Comment</i>			
[No text entered]			

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Just took your survey and you left out all parts of the 145 and 185 station it is not clear at all about these 2 areas of Shoreline. You also left out a comment section. This is all being crammed down the people that live close to I-5

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			
98109			
<i>Comment</i>			
[No text]			

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

How is the advent of automated vehicles being planned for?



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email

***Zip Code***

98104

***Comment***

Dear Sound Transit Officials,

Please consider expanding evening Sounder Train service from Downtown Seattle in the Lakewood direction – a 7pm or 8 pm or 9 pm train (or all) – if you get stuck at work, or go out after work, it become difficult to get home – or even a hourly bus that stops at sounder stations....

Thank you,

Liz Nedeff

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I ride transit every day. I would love:

Wi-Fi on every Sounder car

Wi-Fi on every Express bus (long-haul routes like Tacoma to Seattle)

Thanks!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Two of my biggest complaints with the existing Light Rail systems are lack of parking and having Light Rail tracks at street level. Forcing people to bus to a light rail station to be more green is nice in theory, but realistically lack of parking at the Light Rail stations mean more people on the highways when they get frustrated with the lack of parking and/or increased commute time.

Keeping Light Rail at street level versus elevated has not significantly improved the community, has unnecessarily increased potential for fatalities (people jaywalking or crossing the tracks drunk), and slows down commute to match street traffic and/or accidents that could be avoided with elevated tracks.

Before moving to Seattle I lived in Boston and enjoyed using their developed subway system. A decade later, the transit system is still the thing I miss the most.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi Sound Transit,

I completed the online survey but wanted to include a few comments:

1. I would be inclined to vote against options that are primarily at grade. I would gladly vote for a more expensive package focused on grade-separated rail.
2. I am inclined to vote against suburban projects. I recognize that the ST mission includes linking the entire region, but my priority is on serving and connecting the urban villages within our cities. I feel that the suburban projects encourage sprawl. An exception might be reaching employment centers in Redmond or similar.
3. I am inclined to vote against so called "Bus Rapid Transit". See comment #1.
4. I would strongly request that grade separated service to West Seattle be fast tracked (pun intended). Of course the fact that I live and own a business in 98116 does make me somewhat biased, but I would emphasize that for several years while the monorail was being planned West Seattle seemed to have been left out of other plans. It's also worth noting the large population of West Seattle, and the general pro-transit voting record of the district.
5. There seems to be a very anti-park and ride climate among transit planners recently. Good access to transit centers is crucial. Most people will continue to own cars (and in my opinion that is not a bad thing -- I can't take my kayak on the bus or on Uber) and need to use them to get to the hubs and stops. Circulator busses are good, park and ride could even be a revenue generator (I would think).
6. I'm very excited that we are moving forward with light rail! More please, and \*please\* make it grade separated whenever possible. I'm surprised that i don't take it to the airport more often than I do, and it's mostly because it just way faster to drive or get a ride. I know people are wary of expensive projects, but I would rather pay more and get something that really works.

Thank you for your time and community outreach.

best,

John

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email

***Zip Code***

98103

***Comment***

As a residence of Seattle I would strongly suggest that the Ballard and West Seattle extensions be included in future plans for light rail. I have watched the extensive development of both Seattle areas with what I consider no significant improvement in transportation. There is daily gridlock on all surface arterials on a daily basis on routes leading to Ballard. The surrounding neighborhoods become cut through heaven for those stuck in the daily jams. I would hope the tax base to pay for the extension of th light rail to Ballard and West Seattle would be the developers that have profitted from the staggeringly large apartment and condo buildings! I am a home owner and life long resident of Seattle. I have paid and am paying my share!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Central Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98125

***Comment***

I'm strongly in favor of a LINK station at NE 130th St. It would mean I could walk to the station rather than having to drive to Northgate and park, to ride the train. I work in Columbia City and will be taking the train every day to travel across town.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/19/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98012

***Comment***

ST:

I attended the ST3 meeting at Everett Station this evening, Thursday, 06/18/2015. I provided comments on the paper forms and completed the ST3 proposed project survey, but I forgot to include the following comments:

Please run Sounder trains 7 days a week. Many of us would like to take Sounder trains into Seattle, Tacoma, and Everett on the weekends (not just special event trains), but they are not available. Please offer regular weekend service (at least a morning and evening schedule for starters).

Also, please work with BNSF, or whoever owns the tracks north of Seattle, to shore up the chronic slide areas that continuously stop the Sounder trains on the line between Everett and Seattle during the rainy season. There is probably only a handful of areas that slide on this north line. Please fix these slide areas with barriers/walls as needed.

I would appreciate some kind of reply to this comment: gtkulseth@comcast.net

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/19/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Thank you for the opportunity to make comments. I live in Delridge, seven miles from downtown, where I work. Some days it can take more than an hour each way to travel these seven miles by car.

I have had great experiences using light rail to the airport from downtown and ST express busses to Bellevue, with their magnificent park and ride lots. Shouldn't Delridge, an area with many lower income people and a short distance to downtown, have access to the same services? It is gridlock everywhere on these roads. Thank you.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/20/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98003

***Comment***

I have supported the previous two ballot measures for light rail. I believe in mass transit. However I am very disappointed with the change in direction of Sound Transit on the use of the funding raised through taxes that I pay. I live in Federal way. The first ballot measure assured the voters in Federal Way that we would have light rail. Within a few years of the ballot measure passing, we were told Sound Transit was running out of money and could not get light rail to Federal Way. With the passing of ballot measure number two, light rail is only getting as far south as Highline Community College, miles short of Federal Way. Yet the people of Bellevue protested about their light rail and as a result that is being built underground, rather than on the surface, at a much greater cost. Who is paying for that - my taxpayer dollars? I think so. Now you're asking me to approve another measure and pay more taxes, yet the people of Federal Way have no benefit from the many years of taxes paid to date. I doubt if I will vote for this measure.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/22/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

Please place more emphasis on an I-90 routing, from Issaquah to points east. Work with Mountains to Sound Greenway and buy easements.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/22/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Though I think a new light rail station would be great for Boeing employees, I fear it would make commuting by transite impossible for me as I'm at Group Health on East Marginal Way. I currently rely on the 154 bus to get to the Tukwila train station. My fear is that this bus would go way since so many Boeing people use it now. I'm to far away from the proposed new light rail stop to be able to walk, especially in the winter when it's dark.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/22/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98188

***Comment***

it would be nicer to have a parking lot at the Tukwila Link Lightrail. Each morning there are too many cars and this happens during games as well.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98062

***Comment***

Please consider the importance of both the Light Rail and Sounder Stations will have to the South Seattle and Tukwila communities.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello,

I am the owner of Odin Brewing Co. We are currently in the middle of fully moving our business into Tukwila. Access to public transportation is a critical issue for our employees and customers. As such I am voicing my support for the construction of the proposed station at Boeing Access Road. While we understand this is not the only solution, we see this as a very important positive development for our company and employees.

Thank you for your consideration,

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98056

***Comment***

I attended last night's planning meeting in Renton. Several concerns I want to have addressed in the trail planning: 1) The rail bed should be used for a trail ONLY, and Light Rail, if any, should be part of the planning for the 405 expansion. 2) I believe bus rapid transit lanes for the 405 expansion are far more effective and efficient. 3) the trail needs to accommodate nearby residents needs for access, vehicle maneuvering, local resident parking and local privacy. It is very important that the trail be a positive contribution to the very tight neighborhoods along the old rail bed. 4) The trail needs to be wide enough to accommodate both bikes and pedestrians, or put the bikes up on LWB. 5) To keep trespassing to a minimum, the trail should include some form of fencing - the water is just too much of an attraction for folks and pets, but there are few places to get to it that do not trespass private property.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I move to Seattle from the Mid-west 4 years ago. the first year I had to take a bus to get to Tacoma. I live in Burien.

Imagine my surprise when the bus I was on that had taken me to downtown Seattle with one transfer, drove right back through Burien down 405 on the way to Tacoma.

that is one reason I don't ride the bus, unless I can get a more direct route or just need to go to downtown Seattle. It is make no sense to not have more direct routes from areas like Burien without having to go to downtown Seattle to get there.

I hate driving in Seattle's traffic too, the worst I have ever driven in, and I have driven in the Mid-west, East coast as well as West coast.

And I like riding the bus back home in St. Louis. I live in the suburbs. One bus there, one bus back.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/26/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I live in Burien WA. I took the survey about improving transit and noticed Burien transit wasn't affected. I would like to use transit to go to West Seattle and Seattle. Any reason why Burien is not included? Thank you.

Joe & Belle

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/26/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

At least at the Tukwila station, only early commuters can use the Link as there is not nearly enough parking. People who would like to use theLink to get downtown during the day, cannot as the parking lots are full during week days. Generally on weekends there is ample parking.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/26/2015	Unknown	Not applicable	Email

***Zip Code***

98166

***Comment***

I may not be the first or only commuter to bring up this long standing gripe for those of us that live south of the city and use I-5, but here goes. I left Seattle in 1966 for a stint in the Army for three years. When I got home I was impressed with our new freeway, until I used it for the first time to go northbound through the city. What???? There were only two through lanes of the freeway for all the northbound traffic. Who thought this debacle up I lamented? Pup. just two lanes of I-5 go through the city, with merging traffic on both sides through freeway park. These are known as defiles in the military and when I was in Vietnam we avoided these phenomenon whenever possible. Nothing good could come from traveling through a defile. The same is true in Seattle and the I-5 defile under Freeway park.

There were delays in 1970 just a year after I was discharged. I thought, who is responsible for this? The way traffic is routed through Seattle is worse than a debacle simply because it could have been avoided. So, I-405 comes along and the problem is solved, right? Wrong. In just a few years after is was completed, with people now moving to the east side to get away from all the traffic in Seattle, most near the on and off ramps, it did not take long for the problem to repeat itself there. Now there is talk or an I-705 or a foothills freeway, I have hope that this road will indeed be built so freight and auto traffic can bypass the mess altogether. If it is also just two lanes in a critical area in a few short years it will be a mess too.

All this to say, and I know Sound Transit is not responsible for the Interstate Highway System, please avoid choke points like I-5 through Seattle, and I-405 Through Bellevue. Take a long and short look at the limiting geography of this area and devise a flexible system that can not only address the defiles but devise ways to avoid these choke point altogether. Oh by the way, please use more common sense than the brain dead folks that decided that a tunnel, on a seismic fault line to be built under and adjacent to a synthetic and deteriorating seawall, was a viable option for an alternate route and then convinced voters, most of whom seldom if ever used the viaduct is was to replace, to support this head scratching debacle. I am sure many of those who voted for a tunnel will not live long enough to use the thing when and if it is ever completed.

As you can see I am long on criticism and short on solutions. But hey, that's why you folks get the big bucks (Cool) right? So really do your homework on the area transit situation, learn from the mistakes and missteps of the past in our area, seek solutions successful in other urban areas, pay attention to but don't worship the bicycle, fixed rail conveyances, and underwater tunnels. Over build key components to allow for future use, and listen to us little guys, not just the "experts" that got us in this mess in the first place. And thanks for reading my rant/lament. Traffic here is like the atmospheric pollution about to choke people around the world. We can't stop people from coming to the area, but we all benefit if movement of goods, people, and services is both efficient and as inexpensive as possible. Most people I know favor that approach. Thank You.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/26/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

Sound Transit needs to record and make available monthly ridership and the corresponding cost per passenger mile. Showing the anticipated population growth as evidence enough for the need of more light rail is inadequate. The rationale must show all of the true costs and exactly how light rail is making a significant improvement to our traffic problems.

Another concern of mine is the light rail tax on my automobile registration. Since I use my car while on the job I pay a lot of highway gas taxes. I will probably not use the light rail so I do not feel I should be taxed for it.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/27/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

I still don't understand why Renton and SouthEast King isn't getting any consideration This is a huge suburban (and mostly working class) population in one of the worst interstate traffic areas in our state (Everyone loves the S-Curves), and ST doesn't want to expand any lines in their direction? I'm very confused...

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/28/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I was so pleased to hear that there is talk of building a Boeing Access Station for the light rail!

I used to love taking the light rail when I lived in Renton and worked downtown. It was just so easy to pop over, park my car, and then head it without traffic or parking hassles. Then, all of the parking spaces were sold, with priority given to non-residents, and it was impossible to access the light rail anymore. The few spots that weren't "rented" were full after 7am, and after several fruitless trips trying to park and ride to downtown during the mid-day, I went back to taking the bus. At least I could walk to the bus stop. Since there is no parking at the next 4 stations, even using a different station along the route isn't possible.

We moved into Tukwila 4.5 years ago, and have enjoyed watching the light rail go right past our house - literally, at the bottom of our street - but kept commenting how nice it would be if there was a station for our area - Allentown. It made sense to us, even though the population is smaller - but there are Boeing employees, and BECU employees, and a who new set of buildings along Interurban Avenue - but no light rail access for any of them.

Thank you for considering our neighborhood - please consider seriously giving us access to this amazing resource!

We love our neighborhood - and would like to use the lightrail more. In addition - I work 2 days per week at the University Village, and the light rail will be connecting there in early 2016. I've been plotting how to get my bike to the station to take the light rail in - and it would be tricky, but doable. Giving me a station down the line would enable my work to be zero-pollution!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Public Meeting Comment Form

*Zip Code*

***Comment***

preferred concept. Frequent.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

when buses are the main transportation, I believe that making many stops in the community before traveling on the freeway is ideal.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Public Meeting Comment Form

*Zip Code*

***Comment***

would like service to/fron Seattle late evenings. Current Sounder is only during commute hours and bus service only until about 9pm. Need it to run until midnight. Need better service to SeaTac from South and East Sound area. We will move to Tacoma if light rail service is initiated between Tacoma & Seattle.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

as a resident of Federal Way I consider Tacoma a closer neighbor than Seattle. The beautiful UW Tacoma is very close and convenient but there is no way to get there on public transportation in a timely manner. So for a start, could we just get some direct connections to U.W. Tacoma and U.W. Seattle, for that matter. It would be very helpful for local people who want to futher their education while staying at home. As for how are we going to pay for this, I'm in favor of funding a way to "tax the rich." Somehow get the people whith bloated salaries who need workers for their companies who can't afford to live in Seattle and Bellevue to help provide their workers a better more econimical and quicer way to get to work.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

***Comment***

All comments are regarding Link light rail. Open hous format would have been much better. I primarily came here to learn what concerns other people had, as well as make my points in a public setting that would open up ideas to those around me. As an airline employee and industry watcher, i see Paine Field's expansion as a 2nd commercial airport as inevitable. Building north light rail along 99 rather than I-5 is imparitive to having a dependable link with Sea-Tac as well as other population centers. Boeing Access Road infill is a must and should include parking facilities. Please consider light rail extension to Southcenter Mall/Tukwila Sounder station as an important transit connection, one of the largest shopping centers in the region and the potential site fo future NBA/NHL arena. A Rainer Valley bypass that serves the industrial district, South Park would increase commuter use with reduced travel times as well as serve an underserved area. West Seattle, White Center, Delridge need light rail service.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

The Seattle area has always been a frugal region. Any expansion should proceed in a symmetrical way. An east component, a Seattle component, a north component. Too much or too intensive development in on area I don't think will work. Metro should provide more intense service or a servie proves to be needed. Other infrastructure can be added as true numbers begin to determine a need. My wife and I have come to need a lot of medical services. We get services in the eastlake area of Seattle, North Seattle, Kirkland, Factoria, Edmonds, Federal Way and Rention. We can't really plan around traffic so a good understandable system is of the most value. We can mix and match as needed.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Is the three mailings of Join The Conversation to every house part of your marketing?  
[Attached picture of three mailers sent to same address]

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I don't care which route you take. I hope that you buy my house and go right down the middle of 99. Fuck all those stupid businesses that are always changing hand or not even rented out. Your plan affects only 36 houses if you go north/south on 99. It will affect over 100 businesses making room for more hotels and bigger business opportunities. There will also be more tax money for the state because you will lose less homes. The communities need to understand that the only way we can evolve as a society is by making small sacrifices along the way. So make it worth my while. Don't jock me around. Give me what my house is worth at current market and you will not hear me bitch. I will survive. Give Highline community college a direct line take out those shitty trailer parks please. I grew up in SeaTac 1 mile away from my current home. This has been a long time coming.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/07/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

The biggest issue I have is the lack of parking spaces. I live in Des Moines and would love to go downtown etc., but the Tukwila parking space is full, even sometimes on weekends depending upon the sports events. I conversed with Julia Patterson about this and the conclusion was that not everyone will be able to use the system. I did take a class at the Des Moines Senior Center and they recommend that we park at the Bartels on 99@216th and take the Rapid Ride. I don't think it is right to use their customer parking lot either.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/07/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98058

***Comment***

Why can't this plan take in the existing rail line owned by the Port/County around Lake WA starting from Renton up past Redmond in place of bus service on 405? The right of way already exists and it could connect with the light rail link that will be going to Bellevue. If any of you mass transit planners drive up/down 405 maybe you'd get the idea. Express service on 405 N/S in the car pool lane would not move very fast. My wife and I went SB in the 405 car pool lane from Redmond on Friday at 4 PM and it took us 54 minutes to get to Renton. Also will parking garages/large lots be available at all Transit stops. Right now I tried to drive 9 miles from our house and couldn't find a space to park in the light rail station just south of the airport. Without parking at the stations how can you get people on the light rail and buses?



**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98027

***Comment***

In addition to bus service, I believe the I-90 corridor should be studied as a potential rapid transit area. The buses are stuffed; Thursday at 8:00, it was standing room only from Seattle to East Gate. With the increase in housing at Talus and the Highlands as well as down town Issaquah, we need more public transportation, including trains.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

We live about 3 miles from Rainier Beach Light Rail Station but there is no local bus and we can't drive there because there is no parking at the station. To add to that, all the bus's hub by Rainier Beach High School which is about a mile from the Light Rail. In other cities, like Washington DC, the bus's hub at the Light Rail station and radiate out like spokes of a wheel to the local neighborhoods. With the hub at the Light Rail station, the passengers also have a warm & dry place to go as soon as they get off the Light Rail.

In all this planning, the densely populated Rainier Avenue; Columbia City, Hillman City and Rainier Beach; is forgotten.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Subject: Graham ST infill station

Thank you for supporting this. I, and many others in the area, live too far from both the Othello and Columbia city stations. I work in Wallingford and at Safeco Field and would probably use light rail to go to both my jobs (possibly 4 rides per day when I work both jobs in the same day). But as it stands I dont use it at all because each station is about a 25 minute walk from where I live. Thank you for putting this in as part of the ST3 plan.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98056

***Comment***

Build more general purpose lanes. Period.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98057

***Comment***

Sound Transit Should be investigated for miss use of public funds, on projects that don't go anywhere, that cost taxpayers Billions for what ? Almost nothing. I wonder how many kick backs the Sound Transit Board, or Directors or whomever get for all the wasted taxpayer money. Remember the Monorail study ? What a scam. And now a Tunnel that isn't, at twice the Cost. Sombodÿ should be in Prison.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

No additional funds should be spent on mass transit that does not have its own ROW. The First Hill Streetcar is a horrible example of transit planning going wrong. Light rail with at-grade crossings is wrong. Rapid transit means having its own ROW so schedules can be kept. Having taught transportation planning, what has been done in Seattle has been horrible. Learn from Pittsburgh where they moved the trollies off the city streets and generally put them on their own ROW. Rapid transit done right can encourage a better environment and better development. The East Side needs rapid transit on its own ROW. The peak hour buses from Issaquah are crowded and the P&R garages are full early, which means that those of us who would like to take the ST bus after 9AM cannot find a parking space at the P&R and thus discourages ridership. The Region needs expanded P&R facilities and not more HOT (Lexus) lanes. Additional bus routes should have their own busways. The HOV lanes on the Interstates should be separated from the other travel lanes by more than a white stripe. Take a look at the HOV lanes north of Hartford CT where there is more physical separation. Sound Transit and King County Metro need to start now telling the public about the potential bus route changes and the need to change modes once the East Side gets light rail. Many commuters will not be happy having to change from bus to rail halfway through their trip, especially if they will have to stand on the light rail after having a seat on the bus.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email

***Zip Code***

98059

***Comment***

Hello,

Please Remove my address from your mail list.

650 Duvall Ave NE Apt J1021 Renton, WA 98059

I have previously requested my address to be removed and I am still receiving your junk mail.

PLEASE STOP. I am not interested in your project. I also do not need one of your customer service reps to tell me I can just recycle the junk mail. Obviously any idiot already knows that.

Thanks

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98057

***Comment***

Your survey is too long and too complicated to take. Break it down into sections and have a map and description with the section of questions. I gave up and quit the survey.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

My family lives in upper rainier beach near skyway - 10221 59th Ave south. We would use the station and it would open up critical access for south Seattle and skyway for light rail. Park and ride is much needed too. Please make it happen!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

Start planning/building the light rail to Issaquah now before it gets even more expensive. With the growth in Sammamish/ Issaquah/ North Bend and Snodqualamie It will have to come here and the longer you wait the more it will cost. The Sammamish/Issaquah traffic is packed even before you get to 90.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Sound transit will never get my support until it addresses how it runs projects. The light rail fiasco where twice as much money was spent on half as much track as originally promised shows that Sound Transit is either not competent or corrupt (maybe both). As near as I can tell no one has taken any responsibility for these mistakes.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98032

***Comment***

[Same message sent through web form and email]

My wife and I downsized our home several years ago and moved close to public transport options in Kent. We wanted to do this so that we can age in place in the future and knew that our now 21 year old son will never drive. Planning ahead, we knew that we needed a public transport friendly location.

Presently, when my son is home from college, he commutes for his seasonal job in Puyallup using the Sounder, but that is limited on weekends. He enjoys the service and it works out during the week for all. However, bus service to the Sounder has been cut back and we end up driving to drop off and pick up.

Regrettably, I have been less successful in using Light Rail from Tukwila Station. I find myself traveling to the Seattle Center area two or three times a week for mid business day meetings. If I cannot conference call in, I got to travel in to Seattle. One would think that Light Rail would be an answer, but really it is not.

Since I need to be in Seattle mid-day rather than commuting in before dawn, I find that there is not available parking in the park and ride when one I arrive. So, I move to a pay lot and now add that expense to my round trip ticket. If time is short, I also need to add a Monorail ticket or another pay as you go form of transport to the Seattle Center area. Ideally, I can block off time and walk.

A further complication is that even if I score a parking space in the park and ride, I often see broken car glass in the lot. A free park and ride is really not free if one has a break in. Yes, I do see security, but I see more broken glass.

At this point, it is cheaper, faster and more secure to drive to the Seattle Center area than to use public transport. Since I moved to my location for access to public transport, I am pre-disposed to make it work and to support it. I want it to be a better solution than my car! Moreover, my son is dependent upon Sound Transit doing a better job.

May I suggest that Sound Transit provides ample parking so that I mid-morning commuter can park and provide enough support to keep one from seeing broken car glass on the back end of the trip?

Sound Transit has to make it cheaper, faster and more secure than driving. For my unable to drive son, it just has to be faster and safer.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/11/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98059

***Comment***

Light rail expansion needs to go to Issaquah, right down the center of the I-90 corridor. This may be the most cost effective, per mile, section of the entire system. Issaquah is booming and needs a LRT connection

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

[Attached project list]

To All Counties and Transportation Agencies,

King County Department of Transportation, Road Services Division (RSD) is in the process of updating its Transportation Needs Report as part of the 2016 King County Comprehensive Plan amendment cycle. In accordance with the Revised Code of Washington (RCW) 36.70A.070 Comprehensive Plan, this request is being sent to all agencies with jurisdictional boundaries that intersect with unincorporated King County road infrastructure.

King County's Transportation Needs Report has historically solicited and considered information about adjacent city and transportation agency projects to consider impacts and include as important needs in King County's transportation system. As part of our 2016 update, Roads would like to update the status of your projects collected for our 2012 Transportation Needs Report to ensure their impacts are considered by our traffic and transportation engineers. Of particular interest are those projects that will connect or lead vehicles or pedestrians into unincorporated King County.

Please examine the attached list of projects in which your county/agency was the lead agency/sponsor and note which projects have been completed or dropped from consideration. Please update the remaining projects or add new projects with the following information:

- Project phase (preliminary design, right of way, construction)
- Project cost
- Project description
- Project scope/location

Please send your updated lists via e-mail to [aaron.lykken@kingcounty.gov](mailto:aaron.lykken@kingcounty.gov). I would greatly appreciate your updated projects lists by June 29, 2015. If you have any questions or concerns about this request or need additional information, please don't hesitate to call me at (206) 263-2134.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I live near the Renton transit center and use to park in the garage there. Over the past six years, more free transit slots in the garage have been taken away from transit users. If I take a bus after 9:00 a.m., I have to pay for parking. Parking near any of the bus stops in Renton only works if one is an early morning commuter. I would use the bus or Lightrail more often if I could park within a block of the stop. I am a senior with respiratory difficulties. Buses do not run on every street in this area or anywhere else for that matter. I mostly use the bus for Seattle trips.

Thanks for listening.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/14/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98058

***Comment***

Nothing is more important to any area--urban, suburban, rural--than access. Public transportation is a vital part of that, serving business, shoppers, employees, vacationers and even commercial transport by giving drivers a choice.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/15/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98003

***Comment***

I thought they were for sure going to make a light rail extension to Federal Way and possibly Tacoma and now it looks less likely. WHY??

We need it out here and it is a shame that it may take to 2023 to get this done if at all. I ride the light rail for Baseball games, getting downtown to go to the Rep on the monorail. Having all these ways og getting around makes sense and why it took so long for Seattle/Tacoma to get on board with this is a mystery to me.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Instead of going to Everett or Tacoma, please prioritize a line running from Tukwila to Bothell along I-405.

This is where traffic is the worst and there are no plans for link or rail.

Use the existing rail bed that the public already owns. The old Spirit of Washington track. Should make cost lower.

This is the highest impact route.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98168

***Comment***

I'm confident that light rail and commuter rail stations at Boeing Access Road would greatly bolster the system's overall ridership as well as provide much needed transportation options for that area's residents.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98059

***Comment***

Are there any plans to connect the Issaquah Transit Center with the Renton Highlands via 900? Currently, to get from Sunset and Duvall to Issaquah I have to go through Factoria (rt 240) and change at the Eastgate TC. This takes 1 - 1.5 hours depending on time of day. A straight shot out 900 is a distance of less than 6 miles.

Thanks for considering this!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/17/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello,

Yesterday I attended the open house for the ST3 and was pleased for the opportunity to ask questions. However, here are some questions that came up after I left the open house:

1 – If the opening of the University Link and Angle Lake station is poised to increase ridership by up to 40%. What will be the frequency of the light rail during peak commute hours? Also, is there any talk of increasing the service to remain open 24 hours a day?

2 – For express busses going into Seattle from Everett and Tacoma, will the opening of the new light rail stations in Angle Lake and University Link change their route to drop passengers at these new stations? I would think that as more stations open up north and eventually south, the ST express buses into downtown could have their routes shorten to drop off passengers into the light rail stations instead of adding to the traffic congestion, perhaps by having the bus make a minimal amount of stops in between I5 and University of WA station.

Additionally, I have a few concerns in regards to the potential ST3 proposals:

1 – Based on the Draft Priority Project map, it appears that the projected Seattle to Ballard and Seattle to West Seattle light rail do not intersect with the current stations in the downtown area. If this is the case, I believe this is not the most practical, economical or efficient approach, as ST would need to build a new set of light rail stations within walking distance of already available rail stations. Additionally, this is of no benefit to commuters that would need to walk in order to transfer to reach other destinations. Imagine a Ballard resident trying to reach the Seatac Airport on a rainy day, more than likely, they would instead choose to get a taxi rather than transferring stations in the middle of downtown and walking a few blocks in between. Or perhaps a west seattle resident trying to reach the airport, they would need to go all the way into downtown (instead of say SODO station) in order to go south to the airport.

2 – Following up on my question #2 (above), my main concern is that the next set of stations to open north are slated to open on 2021, until then, that will be 5 more years of ST buses stuck in traffic for 40+ mins on I-5 from exit 174 down to exit 167.

3 – Even though I think adding stations to an existing light rail route is beneficial (specially one connecting the sounder and light rail on the boeing access road), I do believe that by extending the light rail north (towards Everett), south

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

(Tacoma), West (towards West Seattle and Ballard), would be more beneficial by reducing the number of vehicles going thru the I-5 corridor, and some downtown traffic as well. Besides the downtown I-5 traffic, the next bigger traffic problems are the traffic bottleneck created past Federal Way (south bound towards Tacoma), and past Lynnwood (northbound past Everett).

I am a fan of Sound Transit and their amazing rail/light rail services. When I lived in Tacoma and worked in Seattle, I would take the sounder train into town. Now that I live in Seatac and work in Lynnwood, I do a combination of light rail and express Bus. And I am excited for future development of more light rail in the area.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/17/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I live in Kent downtown area. It would really help me travel to Seattle and at least to Tacoma if the Trains ran both ways during mid day.

For instance, on June 25th I have a doctor's appointment st NOON in the sleep study clinic at Harborview Medical Center. Taking the rpute #150 Metro bus into Seattle takes an hour, if not longer. Depending on the traffic.

Last trsin north in the morning is 8:37.

It would be nice if sn hourly train went between Tacoma and Everett during mid day.

I have family in Yelm.

I have a friend in Lynnwood.

When my daughter had her colon removed at the Edmonds Campus of Swedish Medical Center, I had to ask my brother in Yelm to drive all the say to Kent and take me to Edmonds.

I had to give him gas money.

Access out of South King County takes up to three hours to get to a Seattle location.

I am 71 in August. I am disabled and low income.

I live in Kent because we have the routes #914 & #916 to get about Kent.

Any place else to travel gets very time consuming.

Just going into Renton takes almost an hour by Metro when I have to walk almost a mile to get to the Kent Station Transit Center.

I considered attending the Open House at Union Station, but I must be at my doctor's office before noon. I am usually there about 35-45 minutes.

I do not see any other meetings near Kent.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/18/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98146

***Comment***

At Garden Point Apartments,only 1 bus stops in front. Need transportation,West Seattle,White Center ,Des Moines,Burien areas to get better transportation.That takes us to places like South Center,Puyallup fair, ect, Green Lake,ect. rather light rail,trolley, i hope we can get a solat trolley someday. and get more transportation in fron of Garden point apartments,. also need more stores that can add money to orca card,stores in burien told me they don't.west wood village qfc was only store.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/18/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98188

***Comment***

Seattle Southside Regional Tourism Authority requests Sound Transit give strong consideration to the Boeing Access Road Station. This project, which was originally approved by voters in 1996 can help capitalize on the area's potential for significant employment growth and better utilize existing infrastructure investments. The station will also provide greater access to the Museum of Flight, one of region's premier tourist destinations. Additionally, the creation of a multi-modal station that combines both heavy and light rail, and can facilitate the transfer of patrons between Link and Sounder systems will broaden the systems reach and expand the use of public transit by more riders. The local tourism industry (SeaTac, Tukwila and Des Moines) currently employees nearly 5,000 employees, not including Sea-Tac Airport.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/18/2015	Unknown	Not applicable	Email

***Zip Code***

98260

***Comment***

Sound Transit Board  
c/o Board Administration  
Sound Transit

RE: Boeing Access Road Light & Commuter Rail 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 district have continued to grow and be attractive to large employers. Transportation alternatives are becoming essential to our area businesses and residential communities and to the quality of life in the Seattle area. The Boeing Access Road stations should be part of the ST3 Priority Projects List for the following reasons:

- The Boeing Access Road projects align with Sound Transit’s 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.
- A study conducted by Fehr & Peers conservatively estimates that if we opened the Boeing Access Light Rail Station today we could anticipate an additional 1,400 riders before considering the multimodal add-ons, which is considerably more ridership than existing stations.
- The Boeing Access Road stations will serve an area with large employers and more than 15,000 jobs, and the area/district is growing annually.
- The Boeing Access Road stations, coupled with buses, will connect riders with area businesses, regional shopping centers, and premiere tourist attractions such as The Museum of Flight, which serves over 600,000 visitors annually and expects to increase yearly attendance to over 1,000,000 in the next ten years.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

I am a Trustee of the Museum of Flight, and am responsible to work with Staff for activities that attract patrons to the Museum. Public transit availability would enhance our tourist and Seattle area visitor experiences, allowing them to make the most of their vacation and holiday experiences combining down town and South end visits in one day, or even one morning or afternoon.

The Boeing Access Road stations are important to the Tukwila Community and to the region. I urge you to maintain the Light Rail and Sounder Rail Multimodal Station at Boeing Access Road as part of the ST3 Priority Projects List.

Sincerely,

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/18/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98188

***Comment***

Would love to have West Seattle connected to the light rail. West Seattle is a large community that is somewhat isolated because of the West Seattle bridge. The light rail would help to reduce traffic, emissions, as well as a reduction in need to expand the surface infrastructure.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/18/2015	Unknown	Not applicable	Email

***Zip Code***

98146

***Comment***

Since West Seattle is a huge choke point for I-5 and negotiating the bridge during morning rush hour is mind-numbing, wouldn't it make sense to get a lot of people out of their cars in the form of light rail.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

Question why isn't Renton not considered for lite rail since it has the RR tracks and right-of-way. I live in lower Kenndale near Lake Washington there are no bus service in my community and traffic is flooding our surface streets from I-405. Lite rail makes perfect sense 3 new hotels and two office complex, along with the Seahawks Training Center located in lower Kenndale on Lake Washington. People can then easily commute to SEATAC and around the lake.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

**Comment**

[Tukwila Council Members also CC'd on email]

Dear Tukwila Council Members and Sound Transit,

I heard from community members via Nextdoor.com that there is discussion of resurrecting the idea of a Boeing Access Road light rail station. I am wholeheartedly in favor of this idea.

While I am technically a resident of Burien (North Highline), I pass through the Boeing Access Road area daily for work commuting and personal travel. I never understood why there was such a huge gap between the pick up points of Tukwila International Boulevard and Rainier Beach. The Boeing Access area includes a healthy mix of business and residential land use. There are a lot of cars moving in and out of the area because the current transit systems do not get us quickly into the surrounding cities. I work in Seattle - 12 miles from home - but because of the disjointed transit system I drive alone since it is so much faster than taking the bus. Even with traffic! The parking situation at the International Boulevard station is impossible - it's too small to be a functioning park-and-ride and it's counter-intuitive for me to drive that far south to head back north. As you know, there is almost no commuter parking options in Rainier Beach.

I would love to be able to leave my car at home and take light rail to work. I also think a stop near the Museum of Flight would be great for increasing tourist travel down our direction. If there's any traction on bringing an NHL team to Tukwila, a stop at Boeing Access will be critical to moving fans in and out of the area. Even if a team ended up in SODO, another light rail access point for fans would be really helpful. You've likely seen how packed mass transit is for other professional sports events (e.g. Seahawks)!

I hope you will seriously consider making the Boeing Access Road station a priority. In my mind, it needs to be able to accommodate a real park-and-ride need in our area. Not the insufficient surface lot parking of International Boulevard, but a parking structure that can handle additional commuters.

Thank you for your time and attention to this matter!

Kind regards,

Joanne Canfield

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello,

I just took your Sound Transit survey and wanted to express something not addressed in the survey. I live in Covington and work in Seattle (Belltown). The proposals do not address the Covington/Maple Valley/Black Diamond area at all. Our area continues to grow by leaps and bounds- new housing developments are being added every year. The roads cannot provide the capacity for all of us to get to and from work efficiently. What about a rapid bus line in our area? What about a light rail link out to us? Why does Issaquah, Redmond and the areas north and south of Seattle get priority in planning? I am in southeast King county and pay transit taxes too!

Fortunately right now I am in a vanpool but I would like options for when I need to work a different schedule.

Thank you for your consideration. Remember not everyone lives in Lynnwood, Redmond, Ballard, Bellevue or Issaquah.

Best regards,

Kathleen Weiser



**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
07/06/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98001

***Comment***

I am all for any projects which continue to connect the north-south corridor, which means I'm in favor of prioritizing the extension links all the way to Federal Way. This north-south corridor is where most of your traffic jams come from on a daily basis (witness any day the jams from 320th to Des Moines / Midway). Combining this link extension with a frequent shuttle bus to service employers like Boeing would take a LOT of cars off the freeways. But don't forget to make ample parking at these stops, which was a GROSS oversight at the Burien station.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
07/01/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

[Please see attached letter]

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/29/2015	Unknown	Not applicable	Mail
<i>Zip Code</i>			
98360-0489			
<i>Comment</i>			
[Please see attached letter]			

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

98402

***Comment***

Please fund the spine with region-wide funding and advance the construction schedule by 2019.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

98335

***Comment***

Please consider prioritizing continuing light rail south to connect to Tacoma Link.

Network effects alone justify this strengthening of the light rail system.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

This plan needs -

-All day Sounder service

-Sounder service to Bellevue

-BRT/express bus on SR7 and 161 corridors

-More Sounder feeder bus service

Light rail alone will not sell this package in Pierce County. Someone in eastern Pierce County will think "what the hell good will light rail in Tacoma and Fife do me?" And vote no. This is especially true without any connecting service.

Also worried about increased travel times and decreasing comfort if STx and 59x bus service is eliminated in favor of link light rail.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

98444

***Comment***

I was given the impression under #2 that Sound Transit was planning to build to Tacoma. I did not believe or know you had no real operating plans to Tacoma on a build plan.

I want (willing to pay) the light rail to Tacoma not just stop in Federal Way. I don't hear 3 county connection as I do King County building.

Limited commitment to Tacoma expressed.

Not sure Sound Transit can be trusted to work for Pierce County.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

98404

***Comment***

I request to know the probability that link-light rail will be extended to Tacoma. May I ask what the priority of Sound Transit is in this proposal.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/26/2015	Unknown	Not applicable	Mail
<i>Zip Code</i>			

***Comment***

[Please see attached letter]

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/20/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98498

***Comment***

Light rail to Tacoma sounds nice, but in all actuality, no one is going to want to sit on a train for that long. Investing in more sounder train trips, throughout the day and on weekends as well as expanding and improving bus rapid transit seems like a better investment. Also, I would like to see more wifi on busses, this would make them more attractive to get work done while on the bus or train. Lastly, having real time updates on all bus stops would likely improve ridership, as people do not like the unknown.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/20/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98409

***Comment***

I'd use the train to Seattle more frequently if it had expanded service hours.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/20/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Sound Transit,

I received your card, looked around the <http://soundtransit3.org/> web site, and took the survey. Unfortunately, I was unable to answer several survey questions because the available responses omitted relevant selections. For example:

Question 4 in the survey asks: “In general, you \_\_\_\_\_ continued expansion of Sound Transit's mass transit system of light rail, commuter rail and express buses.” This is problematic because I’m your biggest fan relative to express busses, but I don’t think light rail is a very good solution outside areas with high population density like downtown Seattle. If you’re genuinely trying to gauge the public sentiment, you should allow people to answer separately relative to each of the three components you list. (I had to give a lower overall grade than I would have liked because that was the only option available to me.)

Question 8 essentially reinforces how bad the highway situation is in the Puget Sound area and then solicits responses depicting how things will be better with expanded rail options. There is no specific mention of express bus service, or anything about improvements that would allow for improved carpools, vanpools and private busses.

Question 8 included this check-box item that also appeared on the mailer I received: “A light rail extension can move up to 12,000 people per hour in each direction, compared to 700 cars per hour in a congested freeway lane.” Though this may be technically true, it’s misleading in several ways:

- It compares the number of people on transit with the number of cars on the road, rather than comparing the number of people moved via each transportation mode
- Similarly, it mentions the number of people that “A light rail extension can move”, which is tacit recognition that the light rail will probably not actually carry that many people
- It compares a light rail line with a single freeway lane – though of course most freeways have multiple lanes, which leverages infrastructure and right-of-way costs
- It compares best-case rail service (which is presumably unimpeded) with worst-case freeway conditions

Question 8 finished with a check-box item that stated “An extensive transit system would help me save car expenses” – but neglected an option to indicate how a more efficient road system would save me time and transit expenses, plus help get those big trucks from A to B in a timely manner.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

For the record, I don't believe all questions – or even most questions – should be answered by making highways more efficient. I am big on truth in advertising (and truth in surveying), and I recognize that stacking the survey and stating questionable statistics makes the public transit options appear unable to withstand straightforward comparisons with other public and private options. Assuming that Sound Transit intends to genuinely gauge the public sentiment, and not just manufacture mandates based on biased surveys, I would suggest presenting unbiased statements and options.

I would like to see ST3 get a fair hearing, but that will only be possible if the surveys and statements are stated in fair terms. Please consider a shift from apparent propaganda, to honestly presenting the products you would like the public to support at the ballot box.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

There is a huge shortage of parking spaces to take the light rail from Tukwila to Seattle during the week. We went last Friday and were told all the parking spaces are gone by 7:30.

If we are going to use mass transit for work or pleasure then it appears you need to be building parking garages so there will be more parking spaces available.

I believe the same is true with the Sounder train. So in your planning you need to make sure you have enough parking spaces at each station, for both the Light Rail and the Sounder trains.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Having moved from Seattle a year ago, I've seen the impact on quality of life that a good transit system can provide. Now that I live and work in Pierce County, it's more important to me that the entire region be connected by a well-integrated transit system. The light rail is integral to ensuring that the population growth that will grow as Pierce County absorbs those who opt out of the traffic-snarled life in King County do not simply bring those same problems south. Connecting the Federal Wya Transit Cent to both the Tacoma extension and the Northern line in Seattle would be a meaningful step in ensuring this hapens.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

I am most interested in seeing an expansion of the light rail from the airport to Tacoma. The traffic between Tacoma and Seattle is terrible and needs to be fixed. There also needs to be more options ot get to Seatle on the Sounder during "off hours" meaning weekends and hours for events in Seattle in the evening. There should be support from the Seattle orchestra to get people from Tacoma up to concerts.

Also extension of the Tacoma link to Point Ruston. As the area of Tacoma expands there will be more demand for transit. It is important to make it possible to reach this new shopping/eating/living area. This will also assist with minimizing traffic along Ruston way and Schuster Parkway.



**Sound Transit 3  
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Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

Thank you for hosting the open house.

My main priority is the expansion of Central Link to Tacoma and/or the expansion of Sounder Service to increased hours of the day. Increase ST Express Bus service is helpful, but the freeways continue to get more and more congested and we need a reliable alternative that can run on time.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Public Meeting Comment Form

*Zip Code*

***Comment***

Reading the plan for 2016 changes I am concerned that the 586 Express Bus is being sacrificed for light rail. The light rail does not extend to North Campus and this plan for a new 591 bus would mean two transfers and add 1/2 to one hour to the trip. If that happens it makes no sense to spend 3-4 hours/day on transit. When light rail goes from Tacoma to North campus then eliminate the express bus, but if you add two transfers I will go back to driving alone and that defeats the purpose.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

Please include in ST3:

- S-04 Fed. Way to Tacoma Dome via 99
- S-05 Tacoma Dome to Tacoma Mall
- S-11 Tacoma Link expansion

Consider in S-05 additional stops and stations to serve downtown Tacoma, including tunnel segment. Depending on route, stations at Puyallup and Commerce/Market, 15th and Tacoma, 12th and MLK, 19th and Sprague, or 27th and Tacoma/Yakima.

In S-11 branch down division and 6th instead of MLK extension. Simultaneous, extend Tacoma link south and east to Portland Avenue area.

Provide HOV ramps at McKinley Ave Bridge to serve ST express buses and Tacoma Dome Station. Simi Federal Way transit station.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Public Meeting Comment Form

***Zip Code***

***Comment***

- Get Central Link to Tacoma Mall
- Tacoma Light Rail expansion to TCC.
- More Sounder service

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

It's absolutely essential that the planning and funding for S-01 through S-05 be completed as soon as possible so construction can begin on this light rail project as soon as possible to complete this spine to Seattle and beyond. S-06 through S-10 is also essential to be done soon to meet just the current demand. If funding gets approved, this construction for this part of the South Corridor expansion could be started almost immediately.

**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

The draft list of South corridor project priorities, presentation materials, and literature are all very light rail focused. While I think that connecting Tacoma to SeaTac via light rail is very useful, the connection to Seattle will be to lengthy of a a journey. If these priorities are to carry the region into 2040, Tacoma will still be without a frequent, high capacity, transportation link to the largest employment center in the state. This is troubling.

The current bus service 590/594 and Sounder Commuter Rail provide excellent service. I use them regularly. I think these service should be the priority (barring an express light rail service or something equally neat). These methods provide service from Tacoma to Seattle in under an hour, already exist, and I assume would be cheaper to improve than creating an entirely new system that will not provide timely service. I know you folks have the date, do the research, and make it happen. I trust you to put forward the best options. I would like to see a bit more information in your literature regarding why light rail is the best option as opposed to other alternatives, if possible (Hopefully this didn't come off as disapproving or argumentative as I do not mean to be).

Thank you very much for this meeting and for having so many folks around to answer questions. Please keep this up. I look forward to the next one! Please look into increasing Sounder frequency (like MBTA would be amazing) and perhaps exiting folks with BRT enough to make them take the bus. Light rail is a great option, but I don' to believe it to be a long term solution for the South Sound.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

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06/24/2015	Unknown	Not applicable	Public Meeting Comment Form
<i>Zip Code</i>			

***Comment***

Sounder Service - We need ALL DAY EVERY DAY Sounder btw Tacoma and Seattle. People in the Puyallup, Sumner, Auburn, Kent areas need and deserve all day service just like people along the Central Link spine. If we can spend \$10 billion on light rail we can spend half a billion on expanded Sounder service. It's time we become a grown up commuter rail area like San Francisco, San Jose, LA, San Diego, Salt Lake, Denver, Albuquerque and Minneapolis. I (and many other east Pierce County voters) will have a very difficult time voting for ST3 if it does not include all day every day Sounder Service from Tacoma to Seattle.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi,

Here's my feedback on the Sound Transit system: I live in Tacoma and work in Federal Way – at a place that's right off the freeway/320th Street. I drive to work (usually alone) and it takes me about 30 minutes to get to work and 45 minutes to get home on an average day. Traffic is a nightmare! Constant source of stress. I would absolutely loooooove to take the bus or train—and relax and save the environment. So why don't I? Because taking the bus would take TWICE as long – at 90 minutes and 3 transfers each way. Also, it would not offer me a significant cost savings over driving.

Bus service within the City of Tacoma isn't much better; I have friends who take the bus and they are severely limited as to where they can go and when due to lack of adequate bus routes.

I have seen traffic increase exponentially in the 48 years I have lived in this area (that's right, I was born and raised here)—particularly over the last 10 years since I started commuting north for work. We desperately need viable public transit to give people safe, affordable, practical commuting options. But to make it work, we need public transportation that is less of a hassle than driving.

Thanks and all the best to you in your endeavors to reduce Gridlock in the Seattle area!

Judy Grover



**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

DuPont is one of the most rapidly developing areas. PLEASE improve the public transit access so residents can work north OR SOUTH and increase the frequency of public transit.

Now we have trains North, but on super limited times, not good for shopping, cultural events, or work, and no trains south. And it's one of the fastest growing areas with a NOT 1 percent income population that would actually use and depend on public transit.

Please improve the public transit for the working folk and families of DuPont.

Kate Walsh

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/07/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I just finished completing the Sound Transit 3 survey and feel that it was poorly conceived. Most of the questions contained far too many options to sort through. I nearly quit filling it out several times due to the hard to compare complexity and had to refer repeatedly back to your map to fill it out, which on the first time map referral dumped me from the survey. The instructions weren't clear as to how to do the ranking relative to the way each option had 1, 2, 3 (took me a few moments to realize the question would only allow me to select 3 options— and that was frustrating as a south sounder because there were three choices to get light rail down to Tacoma and for light rail to be useful all three are needed, yet the light rail options east and west from Seattle are highly important to me as well). I believe that due to the poor quality of this survey, you are unlikely to get meaningful data from it. We need an extensive network of transportation occurring frequently through the day that doesn't require the use of congested roads and highways. Good luck.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/07/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I do not ride transit at all. The Sounder from the Tacoma Dome does not save me time getting from Northeast Tacoma to Westlake (Freemont Bridge) my office.

I would LOVE to not drive. I could pick up light rail at Hwy 18, or 320th (Federal Way) and would take it daily to the office if it was convenient to get to Westlake from there.

Even if I couldn't use it myself, having light rail move people from Tacoma to Downtown Seattle would get some cars off the road. Population is growing. The commute is already bad, and will get worse, even with congestion relief. So go for it!!!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98373

***Comment***

Mass transit benefits everyone by reducing the number of cars on the highways. Automobiles are extremely inefficient, as most of the energy contained in a gallon of fuel is burned to move several hundred pounds of steel and plastic down the road. Very little of the energy is used to move the 150 - 250 pound human driver down the road. Mass transit was the mode of transportation of the past (think trains, before we all had cars), and mass transit is the mode of transportation of the future. We need to build the rail network now in anticipation of a future where we simply can't afford to burn so much petroleum, emit so much carbon, and spend so much time stuck in traffic.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98422

***Comment***

Not another dime.

Tacoma/Federal Way are more than 300,000 people and all I see happening is for Bellevue or Everett.

We down in the socio economically lower class area get to pay the taxes for the middle and upper middle class in Bellevue and Everett with no benefit to us.

Not another dime.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Sound Transit Board

I see Tacoma is a future possible light rail destination. Don't Pierce County residents/taxpayers contribute a huge chunk of the taxes going into the ST budget? Yet, Seattle in it's narcissistic manner (it's usual mode), takes way more than it's share and Tacoma remains a future possibility.

Of course, Pierce County will need to support a future bond to get light rail (or maybe most of that will go to King County again). Nothing new-majority rules. Maybe some day they'll rule for everyone. I do enjoy the sometimes train ride to Mariner games (slight sarcasm).

:-)

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I am a strong advocate of light rail. I voted for the original approval as a resident of Pierce County because I assumed we would be second to the seatac to Seattle rail link. I find out now we're third in line hopefully by 2023 to Des Moines and maybe Tacoma who knows when. With i5 the way it is today it is extremely important that the light rail run all the way to DuPont. My personal opinion is over 50% of it could be built down the freeway median thus reducing the cost so they don't cause interruption of businesses. Join terminals could be made for bus connections along the way with occasional swings into city areas like maybe Federal Way Transit Center.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I am responding to the RIDICULOUS SURVEY provided which I just partially completed.

It is obvious and apparent with the "which of the three" questions that you are going to shove something down taxpayers throats anyways...(there is NO Option for "non of the above" on many of the questions.

So this email probably isn't going to do a damned bit of good.

I RESENT being roped into this RTA FIASCO and being forced to pay for empty trains from Seattle to SeaTac.

I live too far out and the nature of our employment has NEVER allowed us to us "public Transit" Therefore I propose that the pet projects and power plays you employ be totally 100% SELF FUNDED!!!!!!!!!!

I get angry everytime I renew tabs on our aging cars and have to cough up \$30 or so to fund these endless power play pet projects for Seattle-

HELLO! I live on SOUTH HILL and non of these better our lifestyle or transportation here!

Call me selfish, or whatever you want, but we need more North-South Capacity right here on SOUTH HILL.

Take these projects and go jump off Pier 56, or better yet, Down the vertical shaft of Bertha- where taxpayers are going to continue to get the "shaft" for a long, long time..."greedy ba\$tard\$- in the guise of trying to help, throwing bad money after good, SHAME on you.

Doubting that there will any response as this doesn't suit your adgenda...



**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email

*Zip Code*

**Comment**

I was very excited when I received this postcard in the mail, and so horribly disappointed when I got to the survey.

First, there wasn't a single place to write comments - which is why you're getting an irritated email. There was no other option for voicing my opinion. I am too busy commuting every day to go to one of those meetings. Seriously??!! Do you think anyone that spends upwards of 3-4 hours a day commuting and works a full time job has time to go to a public meeting??!! Are you insane?!

Second, why would you ask all those questions about specific locations? We're not in transportation. I had no idea what half the crap on that survey meant. Make a survey for people who commute and deal with traffic and lack of public transportation - NOT for you!! I am in marketing and communications, I have a college degree, I own a home, and I make \$100k+ a year. I pay a lot of taxes. You WANT to know what I need. I am the one who will pay for it!!!

If you asked me these 3 simple questions it would tell you everything you need to know:

#1: Would you pay more every year for better public transportation? YES!!!! Increase my taxes, just get me off the freeway 5-6 hours a day!!!!!!

#2: If you could pick one area in Puget Sound to improve transportation and add more public transportation, where would that area be? I-405!!! Between Renton and Bellevue!! Are you blind? Have you been on the freeway in the last 5 years? Yesterday I left Tacoma at 6am. I arrived at my office in Kirkland at 9 am. I left my office in Kirkland at 2:30 pm (to avoid traffic) and arrived at my home in Tacoma at 5 pm (that was taking back roads through Federal Way). That is my average day!! That's 5 1/2 hours commuting. (And trust me I am not in my car alone because I want to be.) I use apps, Google maps, back roads, work with my boss for alternative schedules - nothing helps.

#3: Do you take public transportation or car pool, if not why? NO, I can't! Here's why. I commute from Tacoma to Kirkland and there is absolutely no other option. NONE!!! Not one thing other than getting in my car and driving. Zip zilch nada. Yes, I can take a bus to Seattle, transfer twice, and then take a bus to Kirkland, but that would cost more than driving my car and take upwards of 3 hours each way. I do not car pool because I'm in sales and my schedule varies. I don't work 9-5 every day. I have worked it out with my boss that I can sometimes come in late and go home late, but I have discovered there are only 2 reasonable times to commute on I-405 between Renton and Bellevue during the week. Those times are 11am - 12:30pm and 8pm - 4a. And even then I sometimes get stuck in traffic. On average I see at least 5 accidents every day commuting.

**Sound Transit 3  
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Comments Received (South Corridor)**

I used to work in Seattle. That was awesome. I had so many options. I could take a bus, the Sounder, Light Rail. Awesome!! My office moves to Kirkland and it was like moving to Idaho! (Some days it would be faster for me to go to Idaho.) I see the DOT is adding something to I-405 so that you can pay to go in the HOV but it's only on I-405 north. Really?!!! There are at least 4-5 lanes headed north. Why wouldn't you do that through the S-curves? And I only found out about it because I stumbled across the information while on line paying a toll fee. Why haven't I seen it on TV or on line? And why in the world would you use direct mail to advertise about a survey? It's 2015. You should be on TV and On Line. Don't spend a penny of my taxes on direct mail or newspapers. I'm not 65+ I work and I commute and I pay taxes. TV and on line is how I get all my news and information.

Finally, at least once a week I get stuck in the S-curves because there is an over-sized load (a huge tractor trailer thing pulling some mobile home taking up one & a half lanes). This needs to STOP. No over-sized loads should be able to go through the S-curves unless it's between 10pm-4am.

Not one single question on that survey about the S-curves or transit options between the South Sound and the Eastside. Not one. Not a single one. Really???!!! I am extremely disappointed.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/11/2015	Unknown	Not applicable	Email

***Zip Code***

98499

***Comment***

You asked for comments about Sound Transit expansion.

First, I have been a huge advocate of light rail since the beginning and voted YES for every single election.

Second, that is in the past now.

I drove I-5 from Lakewood to Seattle, then Southcenter, then Federal Way, almost daily (took bus to Seattle when I worked there) between 1995 and 2003, when I retired. It was a terribly long slog. Many times, more than I cared to count, I was stuck in traffic for a few hours. The stretch from Tacoma Mall to Southcenter was the worst, especially from the Fife curves to Federal Way. There were a few times when our bus driver even had to take an alternate route to heck and gone, stopping for bathroom breaks for us to get us home. I gradually stretched my day out, leaving here at 5 - 5:30 AM and getting home around 7 PM or later. It was HELL. Hard on me, hard on my husband, hard on my life (I had none.) Within three months after retiring (early, because my health was suffering), I was able to quit taking blood pressure medication. Long hours took a toll. Eating healthy and exercising also suffered during this time, something I had no trouble with before this period of working and commuting such a long time every day. (i worked as a professional person, CPA, CFO.)

During this time, I lived with the hope that a light rail system with a regular schedule, not the stupid trains going once or twice a day at unreasonable hours back then, would some day alleviate my commute or that of others to follow me. I voted with that hope, in favor of light rail. I regularly ride the little light rail extension in Tacoma, glad for the parking and ride into Tacoma, but the parking garages are so full it is almost impossible to use them for that purpose now. I have ridden rail lines in Sydney, Australia, Hong Kong, all over France, in Italy, in Norway and in Denmark. I am amazed at their efficiency and cleanliness and reliability. This is what I hoped for along the congested I-5 corridor.

But, when you dropped Tacoma off the list and kept the taxes coming, I changed my mind. At this point, there is little you could do to convince me to ever vote for light rail again. Tacoma area people have paid for this system on the promise it would come here and alleviate the congestion along the one main route to Seattle, saving time and lives and livability. I no longer see that as a viable option in the next 25 years, so I believe that people south of Federal Way should REVOLT and no longer pay for light rail. It is only supporting the Seattle area and providing nothing worthwhile to the folks south of Federal Way. When you can add a route to Lakewood, with several runs daily, I would vote for it again. Until then, I won't. Furthermore, my husband and I almost never go to Seattle any more, although we used to go frequently to attend Fifth Avenue, the Rep, the museums, to shop, and to eat out. It is such a stressful event to drive there now, especially as we have aged, that we just don't go there. One event particularly stressful to me was when my husband was hospitalized in Seattle for specialized treatment and surgeries a couple of times and he was discharged on a Friday afternoon. You can just imagine how awful that horrible traffic day was, heading back to Tacoma in the thick of traffic with a very sick person.

Tacomans need light rail for many reasons and we won't pay for Seattle any longer without a reasonable expectation of every getting a real traffic benefit here.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/11/2015	Unknown	Not applicable	Email

***Zip Code***

98373

***Comment***

I'm in favor of a extending the light rail system from Tacoma to Everett with local transportation hubs where local buses seamlessly can connect riders from surrounding areas. The local hubs should include a parking lot where riders can park their cars and connect to the light rail system. The local hubs must be secure and safe in order to attract riders and should include commercial vendors to facilitate shopping and eating.

The light rail system appears to minimize the hazardous impact on the surrounding environment. I felt this is a big plus for the system.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/11/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98499

***Comment***

We need light rail service available from Olympia to Seattle that is accessible at a minimum 0400-2200 M-F, with service available on weekends.

It's frustrating and difficult to understand why current service doesn't continue to Olympia, nor is it available on weekends or mid-day.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/11/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98409

***Comment***

It is impossible to take sound transit train to Seattle at any time but rush hour during week days. We need it seven days a week from Tacoma to Seattle from 8am to 11pm

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/11/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98466

***Comment***

Once again, I think Tacoma comes out the ugly step sister. I do not see anything I should be voting for.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

To Whom It May concern:

I am emailing to let you know that there is a real need to have light rail from (Tacoma to Seattle) and (Federal Way to Bellevue/ Redmond). I commute from Fife to Microsoft and my commute went 1hr 9 years ago to 2 hours today. I propose that we begin construction on light rail service from Tacoma to Seattle business districts and from Federal Way to Bellevue/ Redmond... My proposed route would be as follows: Tacoma à Fife ( Emerald Queen stop) à Federal Way à Kent/DesMoine and so on into Seattle and over to Bellevue Transit station-à Redmond Overlake transit center.

I propose that Sound transit reach out to the Puyallup Indian tribe to help with the South Sound project from Tacoma and Fife on into Federal Way. The casinos have large parking lots and the Puyallup Tribe may be able to assist with some of the expense because as a transit stop host they will benefit from increase foot traffic. The project could be a win-win for everyone...

Just some food for thought to get things going sooner rather than later.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email

***Zip Code***

98409-1817

***Comment***

Recognize the need to plan and analysis even if benefits appear dubious most of the time. Use of the express buses, Seattle Metro, and occasionally the Sounder shows education and training of staff is as critical, not local lectures, but to see the worldwide challenges and solutions existing and tired. The 574 should carry luggage, as well as, people. City transit buses were not made for freeway speeds. Bus drivers do know who connects to their runs from the Sounder and local bus lines. Better experienced management would have known all of this prior to execution.

Compared to the nothing we had the system works well. I use it everytime I go to the airport, and to lectures in Seattle, sometimes twice a day.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/13/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi,

I've just completed the Survey on your website and wanted to follow up with a couple of comments. I've been a supporter of mass transit for all of my adult life. I lived in San Francisco for well over a decade with no car. As I get older, I don't want to always be driving.

I currently live in Lakewood but many of my friends and most of my family is in Seattle. I see them less than I would otherwise because of the drive, which is unpredictable in it's timing. The Sounder isn't an option as it runs mostly as a commuter train - not within the parameters of when I'd like to be in Seattle.

Many of us can't afford to live in Seattle but want to enjoy the city, or even work up there and have options as to our travel times. Opening up light rail connecting the South Sound to Seattle would be a great boon to us.

I'm unable to attend any of this month's meetings but hope to participate going forward.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/14/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98406

***Comment***

Please include a light rail link on south to Tacoma. There area many tax payers down here who now drive north to Seatac to access light rail to Saettle. We want access to the region wide system. Include light rail all the way to Tavoma on the next ballot measure.

Thank you

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/14/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98092

***Comment***

You advertise all the time, "Take public transportation, light rail is convenient." I would love to park in Tukwila and take light rail to a Seahawks or Mariners game. The last 5 times I tried to do that, there was no parking at the lot. The lot is ALWAYS full. Why didn't you put in a 4 or 5 story garage? I can't take light rail if there is nowhere to leave my car. It's irritating.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/18/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98373

***Comment***

I would love to take the Sounder Train to Seattle for mid-day and night work and events, but can't since there are no trains during these hours. I used to live on Long Island in NY and would regularly take the Long Island Rail Road to NYC. It was wonderful. I know there are no trains outside of rush hour because there supposedly isn't enough demand, but the mid-day and evening traffic on I-5 says otherwise. If you build it, they will come! Thanks for your ongoing research and polls about mass transit in our region.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

It is nice that you are putting this information out but there are a lot of doubts that I have about sound transit. I have traveled around the world and have seen top quality mass transit systems such as in London, Tokyo and Berlin, Germany. Our system here is a pathetic joke. It seems that sound transit just wants to talk about what should be done but no action happens. Understandably people don't trust your organization. Look at your past history. You need to show the public a solid plan and have accountability for not meeting goals and cost over runs. Our system here is a joke because of how limited it is. We only have two straight line train systems. Why don't we have multiple train systems that connect with each other? Why didn't the link light rail connect with the sounder station in Tukwila? We have no express trains to move people faster. The trains we have are slow. Sharing the tracks with freight trains is a huge limit on sounder trains. As before mentioned I have seen other top notch systems. Why is it you guys want to re-invent the wheel? Learn from other systems that work and do it. Don't just talk about it. Your years of planning and slow to react are not paying off.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

1) These projects need to be done sooner, rather than later. Taxation with the “promise” of a light rail extension 20 years down the road is not going to cut it. While these projects are not shovel ready, extra money needs to be spend to minimize design and permitting time to get them under construction quickly, and while they are under construction extra money needs to be spend to speed up construction. The construction projects should be done well within ten years.

2) While I don’t see specifics, there is a demand for more bus service that is still not getting addressed in this package. Pierce county needs Sounder feeders (Personally I’d recommend from Orting, and South Hill to respective sounder stations), plus better all day express or BRT type service on key corridors (SR 7/Pacific Ave, SR161/Meridian). Also no mention of any improvements in the I-5 Corridor for bus service south of Tacoma, which may be a good opportunity for a joint venture with Intercity Transit to better serve the corridor, which is a hot button issue for P.C. residents.

3) Finally, completing the “spine” is a nice thought, however I don’t think it resonates well with P.C Residents, especially since it does not geographically cover a large portion of the ST area within Pierce County. I think I would rather put money in Pierce County towards ST Express and Sounder as it will get the support of residents, vs. a connection from Federal way to Tacoma Dome Station on LINK.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

You are now doing what San Fransisco did 40 years ago, what Washington DC had been doing for 30 years and what nearly every city in Europe has had in place since before and after WW2.

Thank you!

But for mass transit to work, the light rail needs to run no less frequently the every 15 minutes (maybe every 10 in rush hour!) and clearly be faster than cars!

I had a friend visiting from Oslo, Norway where walking and mass transit are nearly a national icon. He took the light rail from the airport to downtown Seattle for a convention. He asked me if he should go back to the airport via taxi! The reason? It took him longer to get downtown than his colleague who rented a car at the airport and drove. Mostly because he just missed the last train and had to wait quite a long time for the next one, but also because the light rail doesn't move through stations quickly. So my friend, who would nearly always choose mass transit, wondered if a taxi would be faster.

Not good.

He also commented that signage was terrible at the airport. I agree. Nearly every international airport with a Metro link has signs that NO ONE can miss no matter where they are in the airport. Very frequent and easy to follow signs. I have often thought that the taxi Union and buses came up with a plan to thwart such big conspicuous signs at Sea-Tac....so maybe people would get frustrated and give up and take a taxi. Silly idea, I know, but I couldn't come up with another reason for there to be confusing and infrequent signs.

Thanks for offering to hear my opinion:

More light rail. ASAP.

More frequent light rail (not Sounder) trains.

Ample station parking.

Good signage.

Nancy Schultz, MD

University Place

WA



**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello...

We are in dire need of Tacoma Link Light Rail from 25th Street & Pacific Avenue to at least 34th Street & Pacific Avenue.

The justification for the latter is in the survey that I and my family just submitted a few moments ago. Bear in mind that the original trolley system along Pacific Avenue was constructed so that Tacoma employers could have a way for their working class and poor class employees to commute north to their jobs in Tacoma. The historical facts are on the shelves of the Tacoma Public Library, should ST R&D staffers wish to brush up.

We're glad to participate in ST surveys.

However, we're NOT glad to be ignored here south of I-5 along Pacific Avenue in zip code 98418 where we feel that ST is biased in favor of higher income families who reside north of I-5 in Tacoma.

Thank you...and incidentally, we've been providing feedback concerning the very short distance for a Tacoma Link Light Rail extension cited above for the past several years...but to no avail.

D.D. Hesser MBA CGSC LOM

U.S. Army Corps of Engineers (Retired)

**Sound Transit 3  
Draft Priority Projects  
Comments Received (South Corridor)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Still no direct rail transit between Tacoma and SeaTac airport!?! Unbelievable!!

We need a quick and simple rail commute between Tacoma and SeaTac airport!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
07/05/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98382

***Comment***

Why are you not looking at Levx technology? You could build out this entire project for a small fraction of the cost and set the bar for all future mass transportation.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/19/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi Sound Transit board,

I just took the Sound Transit 3 survey and wanted to give you some feedback. At least half of the survey involved rating different projects in terms of desirability, but there was a lot of lingo I didn't understand, and there was no explanation of the projects anywhere. I saw at the top there was a link to learn more about the projects, but that just took you to a map with another list of projects, again with no explanation, pros or cons.

For example, what is infill?

Why should I care if a light rail extension to Ballard is elevated, at-grade (what is at-grade? does that mean on the street?), or in a tunnel? What are the pros and cons of each option in terms of construction cost, capacity building, how long it will take to build, CO2 relief, etc.

Just my two cents.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/19/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Dear Sound Transit Board,

I just completed the survey which allowed me to voice my advocacy for improved transit connections between West Seattle and the rest of the city and region. Here is the survey:

<http://soundtransit3.org/>

Thanks for soliciting our opinions. I'm forwarding this message to my neighborhood list serve.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/19/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

My feedback is to emphasize the importance of feeder systems to enable passengers to actually get to the light rail stations.

The current light rail system is a start but for most people access to it is so cumbersome and time consuming that it is not worth the effort.

Unless there are east-west spurs (Ballard, West Seattle, Magnolia, etc), park and rides, or much better co-ordination of existing resources (buses for the most part), light rail exists only as a great theoretical idea; not a practical solution.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/19/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I wish you were having the meeting someplace other than Union Station which is very hard to get to and find parking!  
Another example of how messed up this transportation thing is.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/19/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

My household represents eight who take public transportation. Please extend the light rail from South Tacoma/ Olympia to Everett Boeing with buses going from terminals along the way. We need this option to rescue us from the “rush hour parking lot” status currently present. My husband coming from Everett Boeing to Tacoma on the evening buses finds himself delayed for an hour or more from the established schedule because of the thick traffic along I-405.

With your proposed added drivers in the future, the I-5 corridor will be like the re-entry to the US from Tijuana, Mexico with vendors selling stuff to the drivers inching along the road for two hours....on a good day... 4.5 to 5 hours on a busy day. ?

We enjoy light rail very much!



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/19/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Dear Sound Transit Board of Directors-

Sound Transit (ST) is currently soliciting comments about a proposed "Sound Transit 3" (ST3) ballot measure.

I respectfully submit that expansion of the taxing district for Sound Transit, to include Covington, Maple Valley, and surrounding areas, be included as part of ST3.

As a daily round-trip rider of Sound Transit's "Sounder" commuter rail from Kent Station to King St. Station, I can compile a lengthy list of personal acquaintances who reside east of the current ST taxing district boundaries (locations such as Covington, Maple Valley and surrounding areas), who make use of Sounder and the ST-owned Kent Station parking garage. Every other resident of the South King sub-region is subsidizing their transit service. People in Kent, Federal Way, and Auburn pay higher taxes because they are inside the ST taxing district, while those east of Kent and Auburn do not. My car tabs cost more than the car tabs of those who live less than two miles east of me. The sales tax I pay in Kent stores is higher than the sales tax for those who choose to shop in Covington and Maple Valley's burgeoning retail districts, which are outside the ST taxing district.

I am extremely confident that research will be able to back up my anecdotal assertions with hard data from license-plate studies, surveys, etc.

Expanding the Kent Station garage and enhancements to the transit network feeding Kent Station are included in the ST3 list of proposed projects, and I strongly support their inclusion. These projects are desperately needed.

Fundamentally, however, it is unfair to continue to burden residents of the city of Kent while those further east enjoy the same service without paying the taxes. This is, in fact, an equity and social justice issue. It is necessary to expand the pool of taxpayers for ST3 to include all of those who use the service.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/19/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Why doesn't your survey include an open-ended input discussion?

Having read the Fehr & Peers study of West Seattle options, I'm glad to see that the only remaining viable option for West Seattle is the downtown-to-Junction route. Whether it's built on the West Seattle Bridge versus a new bridge is a technical design issue, not one related to providing a distinct alignment. Thus, two options to the Junction are effectively the same, subject to technical design.

Why Delridge doesn't make sense...

As much as I'd like to live closer to LRT, the Delridge area is zoned at a suburban density, and it is unlikely that it will be up-zoned to an urban level of density (base and overlay zones are likely to make zoning changes to support higher densities, as well as commercial development, difficult to achieve). There is little commercial, and the two commercial areas on the Delridge corridor are either suburban in nature or low density.

Consequently, it makes no sense to build LRT to a predominately residential suburban corridor. At least Alaska Junction is seeing infill and is currently developed at an urban density level (e.g. residents and employment > 50p/ha).

If ST builds LRT from downtown to the Junction, the focus should be on good integration with local buses. Metro and ST have not done this well on the existing LRT system. Good integration would provide LRT stations at Delridge, 35th, and California street so that the north-south buses could make easy transfers to the LRT system (by easy transfers, you need to look beyond Seattle to other cities that have good bus-rail integration). Both bus and rail services should be very frequent (at least 5-6 minute headways) to avoid making the transit trip longer than on current bus services. This system configuration would provide an increase in transit capacity and transit reliability within West Seattle's major north-south corridors, from West Seattle into downtown Seattle, and even improve the currently impossible-to-do intra-West Seattle transit trip (vis-a-vis transfers between north-south buses to the east-west rail link and back to other north-south

buses which, if all frequent in service, could substantially reduce the intra-West

Seattle travel times). This last issue is a local issue for Metro, but good coordination between Metro and ST (if you can start working together) can solve both local and regional mobility issues.

I hope we're not building rail for the sake of building rail, or building rail just to serve the suburban-to-downtown commuters. People who live in Seattle are part of the regional population, and we need to benefit from the regional transit investment, too.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/19/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Dear Commissioner

I moved to Kenmore from Japan in 2005 from Japan. Although I lived in the East Coast since 1959 to 1983, I went back to take care of my mother after I became a US citizen in 1978.

So I am very familiar with public train systems in Japan, both streetcar systems and dedicated rail car systems.

And I would like to be useful to make train systems in Seattle.

I would like to know more details of the train system under planning particularly what kind of trains will be used.

I know systems in Seattle area is the street car system running the south side of the lake.

I would like to be useful with my long time experience in Japan.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/20/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

It seems to me that you're going about the question of how to improve transit backward. Here's what I mean:

It doesn't help to add more trips to already overcrowded routes. Often buses, trains, etc end up nose to tail, and all end up caught in gridlock because there is too much traffic on main routes. I realize that there are an inherently limited number of alternate routes: but it's necessary to make maximum use of the limited available routes. Suggestion: if there's overcrowding on arterial routes, redirect traffic to alternate routes as much as possible.

There shouldn't BE such things as 'peak times'. I understand that transit authorities have little direct influence on working hours. But how about doing things like selling bulk reduced-rate passes to business owners, large and small, to have people come to work at (say) 10:00 am instead of 9am, and leave later as well? Staggered travel is better for all sorts of reasons.

There needs to be at least one or two buses, trains, etc per line at all hours. People with minor injuries, for example, need to be able to get to medical services without calling in ambulances and/or cabs, even at three in the morning. People who work on nonstandard shifts need to be able to get to and from work without having to drive. And there's not much point in having 24 hour services out of walking distance from people's homes, businesses, etc if there is also no mass transit.

It would almost certainly help reduce crowding if there was monitoring of current levels of travel. The current communications with drivers seem to me to be inadequate. Too often, for example, I'll see a nearly empty bus right behind one that's so crowded there's literally no room for one more.

And finally. I'd like to see more documentation for the repeated assertion that there's net in-migration to the Seattle area. I grant that, as a person who can't go out into the sun, I don't have the best vantage to assess this sort of thing: but I've seen little evidence of the crowds being anticipated.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/21/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

The biggest problem I see with the current 'regional' system is that none of the systems are connected and easily work together. seem to work in isolation or parallel to each other. I would like to see multiple connections of bus, light rail and heavy rail without a hub and spoke routine. Earlier when light rail to Sea-Tac was planned one route seemed to cross over heavy rail tracks down around Southcenter. That would have been a good place for people coming from Tacoma to connect to light rail without having to come into Seattle.

I would like to see light rail have more stops and operate on surface streets like light rail in Portland, OR.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/21/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

**Comment**

Hello, Here's my rant. 2 issues:

1) The biggest reason people flee to the suburbs is for cleaner air for their kids (yet polluting all the more). Sound Transit could filter and condition air for riders who would be the envy of SOV drivers who rot in traffic breathing each other's exhaust. This would attract more riders, and the increased transit demand would improve bus resources, reducing wait times, which would attract even more riders. Advertise conditioned air in a Peanuts-type cartoon: "Depressed? Lonely? Tired of breathing exhaust in traffic?..." Sound Transit to the rescue!

Of course the best solution is a gas tax to have polluters subsidize clean buses, which is a deterrent to frivolous driving that handicaps a working transportation system and economy, but this is a larger policy issue.

2) Random checks on Sound Transit by Fare Enforcement officers have got to stop.

When a Metro bus driver was shot by a passenger over a fare dispute and then the passenger was shot and killed by police, Dow Constantine said it was "an isolated incident." A year later, another man was shot by police on Sound Transit, a confrontation that started over a \$2.50 transit fare.

It's not an isolated incident, and Sound Transit is asking for more violence from an armed public tired of mistreatment. Fare enforcement is a system based on wholesale confrontations, with an assumption of guilt without probable cause. This policy violates the right to be secure in our "persons, papers, houses and effects" against unreasonable searches. In the context of a racist society where I commonly see customers followed in a store for being black, Sound Transit's distrustful policy relegates an entire class of citizens to humiliating treatment - classism is as unacceptable as racism.

This classism raises my blood pressure, exacerbating stress for anyone who cares about constitutional rights. It's nice that ST creates professions to fit personalities, but the Fare Enforcement officers are clearly not comfortable confronting innocent citizens, and I expect the stress will also reduce their life expectancy. ST can't violate the Constitution for budgetary expediency - it's illegal. Find another way.

Riders with monthly passes have been harassed for not swiping their pass correctly, and old ladies have been kicked off the bus at night in unfamiliar surroundings. Fare enforcers stop the bus, slowing our commute, which is ironic because the reason for these spot checks is to speed boarding. Those who ride for free simply keep an eye out for enforcers and get off, so the random checks DON'T EVEN WORK! Let me guess, Sound Transit's solution will be to double enforcement to chase these folks...

I can't believe policy makers want muscled, intimidating, black-clad enforcers to be the impression that tourists have of Seattle, when they can't find a reader on Light Rail to tap their ORCA card, much less figure out ORCA kiosks that are not user-friendly with their confusing language, jumping from screen to keyboard.

I would not begrudge indigent riders who don't pay, who choose their own economic justice in a society that fails at full employment, that foists addictions and dysfunctions onto vulnerable populations. Non-payers are a minority, and it would be worth the peace of mind to not live a police state. Sound Transit is trying to be penny wise... Think again.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/21/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I wish I could support your transit improvements but I feel, between Sound Transit and Metro, you have not kept to the letter of the law on past transit initiatives that you have proposed and passed. For instance the initiative that was passed several years ago that promised increased transit options to East King County between Seattle and Bellevue on the I-90 corridor, and all you've done in the past few years is subtract from that service. Service that is still being paid for by that initiative but is not compliance.

I can no longer take the bus from Eastgate park and ride to Seattle because the options have been eliminated so much that you can barely get a bus there anymore that goes to Seattle during peak hours. And this is from one of the largest transit centers on the Eastside! Thus I'm driving farther and using my car more and sitting in congestion because I can't use a park and ride that is 10 minutes from my house. And the service is so unreliable that some buses just don't come. They get canceled constantly. I get alerts on my phone and every day there are scheduled buses that get canceled. The 554 Sound Transit and Metro 216 and 219 are good examples. The 216 at 4:35 pm is canceled almost every week and I see frustrated people standing there waiting for it all the time and it doesn't come that often so they are stuck for another 30-40 minutes I believe. I have a co-worker who also had to stop taking the bus at Eastgate because she wasn't making it to work on time because of lack of service and delays. So both of us have to go to South Bellevue park and ride and endure full and crowded buses every day with no option but to stand in the aisles.

And There is no excuse for this as you are still collecting the tax money that was specifically targeted at Eastside service and I have a feeling you have redirected those funds elsewhere. The same thing is happening with the 554. It's late or doesn't show up in the morning and you reduced service by not having it stop at Eastgate on the way back to the Eastside because Issaquah people complained so you basically said screw you Eastgate riders we aren't going to serve the largest transit center on the Eastside thus sending hundreds of people scrambling to get home somehow.

I've ridden the bus for almost 25 years so I believe my experience and outlook on this is very valid. The problem is, again, these proposals you've drawn up still don't do anything to improve or increase transit from Bellevue to Seattle on either 520 or I-90 and back, the largest and most needy transit corridors. The ones people on the Eastside travel the most.

I'm angry about your misappropriation of funds on initiatives we have paid for.

Therefore I will not support your proposals until I see one that addresses the Bellevue to Seattle corridor on I-90 right now, not 20 years from now with light rail. You've conveniently left that out. I want the service to/from Eastgate improved so I can take the bus from there. I want the service on the 554 restored to stop at Eastgate out of Seattle as often as it was before.

Your proposals do nothing to meet my needs and I don't think some of the service you've proposed is even busier than Bellevue to Seattle but you are all about light rail and ignoring the transit needs right now. You've cut bus service so drastically you need to focus on restoring that before you ask for money for transit that we won't be able to reap the benefits of for 20 years.

Don't complain about the service you could've had 40 years ago. Leaders should've had the foresight to develop a rail transit system 40 years ago as it was certainly needed then, but they declined and the money went to Portland, who

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have been very successful in moving a very large amount of commuters for years. That's not the people of King or Pierce County's fault.

I won't support these proposals and will rally with like minded people to stop them. I support restoring service you have cut first and then I might feel inclined to take a positive stand on your future endeavors.



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Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/21/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello,

I just completed the recent transit survey. It would be nice to have the option in the future to choose more than one race for a single household.

I also would have liked more detail on the 4 options for extending light rail from downtown to Ballard. It was confusing and hard to compare them.

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06/21/2015	Unknown	Not applicable	Email

*Zip Code*

***Comment***

I was excited to take your survey as I think transit decisions will profoundly impact quality of life in the decades ahead. However, I was very disappointed in the survey because it seems to target transit geeks - people that know the options being expressed and their tradeoffs. In the end I didn't take the survey because I felt like I was taking a multiple choice exam for a class I didn't attend.

For a broad survey, the questions need to be posed in terms of the PROBLEM being solved, not on the technical solution. For example, how should I have an opinion about whether the Ballard connection should be "at grade" or tunnel/elevated? Ask me about costs or construction time or commute time or something I have an opinion on.

Another example "New Downtown Seattle Light Rail Tunnel Connection". Wow that's super vague - "downtown seattle" is pretty big - I don't know what you can conclude from the data you'll collect on this item.

I WOULD like to strongly offer my opinion that creating additional transit connections that simply compete with single passenger car traffic is a non-starter. The answer is always the same - I can get there faster in my car and for what seems like just as cheaply.

I WOULD also like to offer my opinion that cars aren't going away and we need to develop more car+transit commute paths (e.g. urban park-n-rides). Trying to get useful bus routes within walking distance of people in a region that is NOT dense like puget sound is impossible. However, if you can allow people to use the cars they have to access a quick ride to high-density destinations that can work.

I support:

- \* congestion charges to reduce commuters
- \* repurposing single occupancy vehicle routes to accommodate bus lanes
- \* bus-only (not HOV) lanes where needed to allow buses to avoid traffic

Best of luck and thanks for listening!

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<i>Zip Code</i>			

***Comment***

suggest it be extended to Tacoma.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/21/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I am more interested in light rail coming from Seattle to Issaquah.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/22/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Thanks for the opportunity to take the ST3 survey, but may we point out that the survey neglects North Lake Washington and seems to be very Seattle centric. For example, the survey has four questions about Ballard and yet it groups the North Lake Washington Crossing with two other projects (including one in Issaquah) into one question. That doesn't seem fair to those of us who are contributing substantial tax dollars to the system here in north King County.

To boot, I'm hearing that the "North Lake Washington Crossing" project has something to do with a submerged tunnel on the lake bed of Lake Washington, rather than something far more practical and affordable such as installing High Capacity Transit on the SR 522 corridor. We strongly urge Sound Transit to re-define the North Lake Washington Crossing project from something far fetched to something that is actually doable.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/22/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I am a professional person who has commuted from Seattle to Everett each work day for ten years. Over the years I have researched mass transit options hoping to leave my car at home and let you do the driving for me. I have even been offered free Orca cards through my employer, which I decline because I wouldn't be able to use it enough to make sense.

Please take the following points into consideration. In this example I refer to the 510 community transit bus.

- Freeway stops are unsafe! Having to navigate the street traffic to get to the stop or back to the park and ride is frightening! I tried it once, felt like I was literally risking my life to get back to my car and never did it again.
- Why don't the 510 and 512 stop at 45th and Northgate transit centers?
- If I can't take the 510 for safety reasons, all other bus routes I looked at would take ~2 hours each way.
- Park and rides are overflowing. How can I take mass transit if I can't park my car? (Leaving my car at home in Fremont adds to that 2 hours mentioned above.)
- Vanpools are helpful but don't work for those of us who work unusual hours.
- The train between Everett and Seattle doesn't stop anywhere that makes sense for my commute because the Edmonds stop is too far west.
- Since I am losing my sight to a degenerative eye disease, I don't think I will be able to keep my job when my eyesight gets too bad to drive safely!
- Why do I see dozens of empty ("Out") busses going back and forth on I-5 between Seattle and Everett every day?!?!? What a waste of \$\$\$s!

While I'm one of the lucky folks who has a "reverse commute" and therefore less congestion most of the time, I hate seeing the backups going the other way. I recently visited New York City for a week and used their mass transit system every day! It works so well!!! Seattle should have similar options.

Thanks for asking!

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06/22/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

I ride RAIL light rail, lake union, commuter trains even the monorail once in a while.

I use a wheelchair and hate riding the buses, I will drive and fight traffic first.

so whatever you build if it runs on rails I will probably ride. if it is on tires I probably won't and it is the big "show" and circus that riding the bus in a wheelchair entails that is the big turnoff. I will ride if I have to. but beeping and moving passengers and the operator crawling around under my chair to get on and off is more than enough of a show, the Streetcar arrives, I get on. done. go where I need get off. done.

so if it is on rails I am probably a rider. and if you want me to ride anything new, preferrably to Everitt. I will ride.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/22/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

[The following comment was sent in by several users]

Dear Sound Transit Board:

I am an employee in the vicinity of the proposed Boeing Access Road light and commuter rail stations, proposed projects C-09 and C-10. I strongly urge you to include these stations in ST3 and provide our area with much-needed transit connections. This area has over 11,000 jobs currently, but limited access to public transit. The Boeing Access Road stations would change that and would be well used by the employees at my company.

Please include these stations in the final ST3 package and bring transit opportunities to this important employment center. With over 11,000 employees in the manufacturing and industrial center, there is an urgent need for these stations to serve commuters, reduce congestion and help area employers retain employees.



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06/22/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I onderstaand that there is a meeting to be held in Redmond tomorrow (Tuesday, June 23) in the late afternoon/evening.

Where can I find details of this meeting?

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

To whom it may concern:

I just “completed” the soundtransit3.org “survey” which gave no opportunity whatsoever to actually comment on any of this. My biggest concern with approving ANY of the projects proposed is the out of control, non-transparent costs we’ve seen in the past on other projects relative to the number of people who actually USE the light rail line, or the added busline or whatever it may be. It seems our local councils, legislators, etc. cannot shut down freeway lanes fast enough as opposed to recognizing the fact that not everyone is in a position to have their schedules at the mercy of a bus schedule or a light rail train where the pickup point is a 10-20-30 minute walk in the rain from their home or office.

It has been proven beyond a shadow of a doubt that the waste, fraud and abuse in the budgets of the Department of Transportation needs to be cleaned up before asking the voters/taxpayers for even more money.

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06/23/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I just finished taking the transit survey. I was disappointed in that you didn't have questions regarding whether there should be any expansion at all. What I'd like to see is for you to complete your current projects and prove that you're able to run a profitable transit system before saddling the taxpayer with new costs. I'm astounded by how long it is taking to go from Downtown to Capital Hill and Husky Stadium. Then the time it will take to get to Northgate after that makes me quite nervous about expanding anything. Please, prove your competence and timeliness first and then think about approaching the taxpayer only after that.

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<i>Zip Code</i>			

***Comment***

To Whom it May Concern,

I would like to voice my support for the Boeing Access Road “ Light Rail and Sounder Rail “stations.

I live in an area that is not efficiently served by public transportation and am frustrated with lack of transit options.

These projects also align with the agency’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.

Please ensure they are a part of the final package that goes in front of voters.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi,  
Please consider the infill station at S 133rd St Tukwila instead of Boeing Access Road. Could you please list it as an option---either for study or vote?  
Thanks

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
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<i>Zip Code</i>			

***Comment***

I would like a one of one with the top idiots that think Tukwila without a elevator is a clever idea! I would like to speak to the other idiot that thought to put the handicap ramp and the elevator and the opposite end of the train in Seattle! Give me a call anytime and I'll meet with you but not with the poor customer service person that has to listen to complaints all day, I want to talk to the decision maker. I want direct answers to these questions and not political BS answers. Are your bosses brave enough to face me one on one? I don't think so.

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<i>Zip Code</i>			

***Comment***

Please do not build or even consider adding not-rapid transit on existing highways or roads. All rapid transit must not take away any existing driving lanes or parking. There are many congested mistakes that make Seattle the worst city on the west coast. Stee-wheeled busses to nowhere and the destruction of Broadway are two embarrassing traffic disasters. NO MORE OF THESE, PLEASE!

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/23/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi,

I am interested in having a link on your website much like others have on your site here;

<http://www.kirklandreporter.com/business/119032289.html>

Please could you let me know the costs for this?



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06/24/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Here is my comment, and I live in King County. Please keep your light rail and mass transit away from my neighborhood. I don't like government wasting money on a project few people will use in comparison to the highway and the road. It is my money that is going to be wasted and spent in areas I have not desire in. I want you to keep the darn thing off and away from my county and neighborhood far as possible.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I've done constituent service work, and I know how hard it can be. But you guys are really bad at it.  
I would like a response, please.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/24/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello, I feel that one of the hardest things about commuting via the downtown Seattle ferry terminal and the transit tunnel is the lack of access without having to climb steep hills (or sometimes waiting 20 minutes for a KCM bus on 1st). Having a walkway to connect 1st ave. near the ferry terminal would really be ideal to connect the transportation lines together.

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<i>Zip Code</i>			

***Comment***

In the past I have been a more frequent bus commuter. Where I live now, the choices are pretty slim. Metro cut the best route, soon after I moved here. I look forward to the Lynnwood extension light rail, but I still think we need more busses as well.

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06/25/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Particularly the light rail station within walking distance of home, at NE 65 St and 11th ave NE.

I've heard complaints that parking lots aren't provided at light rail stations for those who have no means of getting to stations.

And the light rail station at the airport is too far for physically handicapped people.

Thanks!

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I filled out the survey about Sound Transit 3 and I just wanted to add that the #1 thing I want out of this process is that the Eastside Rail Corridor doesn't get wasted. This is a once in a lifetime opportunity to have Mass Transit on a dedicated right of way. Please don't let the other government agency's split up this corridor and keep it intact so it can be used for Mass Transit, preferably Light Rail.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Sound Transit Board,

I am writing as a follow up to your Sound Transit 3 Survey to stress the importance of the Light Rail and Sounder Rail Multimodal Station at Boeing Access Road. As a resident and frequent transit rider in Seattle, but an employee of the Boeing Access Road area, it appears to be one of the neighborhoods most underserved by public transit. The location is a unique opportunity with the close proximity of Light Rail, Sounder Commuter Rail, and I-5. I believe this multimodal station at the Boeing Access Road will provide the employees of the area, like me, a realistic alternative to commuting by car, as well serve a growing, diverse, lower income community with better opportunities to travel throughout our region. As this station has already been approved by voters, but deferred in 2001, I hope that it will remain a high priority on the Sound Transit 3 list.

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06/25/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi,

Thanks for the opportunity to provide feedback about planned expansions of light rail. As a voter, I have consistently voted against transit expansion in the past because I perceived it as a waste of money. I would like to explain how to get a voter like me to vote for light rail expansion.

1) Tell me it is a bargain. I can't resist a bargain. Compare the cost of construction to the various cost savings people will see in the first 5 years of operation. Explain how you have circumvented the unions and found a contractor who imports overseas labor forces to build it for pennies on the dollar. Avoid expensive tunnels and build at-grade as much as possible to get the most bang for the buck.

2) Vastly expand park-and-rides. They already fill up very early in the morning all around the region, which indicates that lots of people who would like to use transit later in the day end up driving instead! We could remove a ton of cars from the road RIGHT NOW just by building more parking. Why would I vote to expand capacity of the backbone when parking is already so scarce? A higher capacity backbone just means parking will get MORE scarce.

I am a potential "swing voter" on transit issues. There's a large group of people who will vote for transit funding no matter what, and catering to them won't get you anywhere new. If you want funds, you have to convince people like me who need to be convinced the construction will provide a fantastic return on my investment.

Thanks!



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<i>Zip Code</i>			

***Comment***

The survey and learn more at [soundtransit3.org](http://soundtransit3.org). will not “open”, please send a different link to me.

Thank you

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***Comment***

Survey web site won't load

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***Comment***

Light rail should be extended to Ballard, West Seattle and Everett-in that order.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi,

I drive places when I would like to take light rail but I can't. Why? Because I travel with a dog. A very well behaved medium-sized dog. A dog that goes with me on Metro buses and has never been a problem for the seven years that she has lived in Seattle (along with my prior medium-sized companion who traveled on Metro for fourteen years with no incidents except for people making a fuss over her and receiving love back).

As long as you prohibit well-behaved dogs from riding Link, I will be driving. Technically, I'll be a solo driver. But I'm not. I have my buddy in the back seat.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/25/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I conducted a poll on our neighborhood blog where people said they would greatly prefer congestion pricing to property taxes. Are you considering such an option? See here:

<http://www.wallyhood.org/2015/06/congestion-pricing-vs-property-taxes-vote/>

Frankly, how ST3 is funded is much more important than what it funds.

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06/25/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi! I run Wallingford's Neighborhood Blog, Wallyhood, with about 2,000 daily readers. Might you be open to an email interview with us regarding ST3?

I'd just be asking about 3 questions. We'd run your responses in full.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/26/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Thank you Burien Communications Office for letting us know ahead of time about the meeting. It wasn't even sent out ONE day before the meeting.

Did you not want people to attend?

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/26/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello,

I am a resident of the Allentown neighborhood in north Tukwila. When we bought our first home here, we were excited about the BAR station planned near our community. The loss of that station was a huge disappointment for us. I recently completed grad school at the University of Washington, in the College of Built Environments. It was a three year program and I used my U-pass daily to take the bus from the park n ride here in Tukwila to the downtown tunnel where I transferred to another bus to get to campus. So I did this most days of the week for 3 years.

Having the option to take the light rail to work on a daily basis would have a huge impact on where I choose to work, as it would for my partner as well.

Further, this area is a very large employment center and I know that many people here would benefit from meaningful transit options to get to work on a daily basis.

I hope that the Sound Transit Board will choose to fulfill the original plan and provide a station at Boeing Access Road, in the glaringly long segment from the Tukwila station to the Rainier Beach Station where there is no access to the rail.

Thank you for considering my comments,



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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/26/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Dear Director,

It was a good meeting. But I have to say that I am a little bit disappointed.

Being a Japanese grown up in Kobe where there are three major transportation systems for the people; 1) Japanese government had dual train systems, one coal and another electric based, 2) Kobe City operated street car system, and 3) three private companies gave us their electric train services.

When I came to the US to study biochemistry at Virginia Polytechnic Institute in 1959, I was surprised to learn that long distance train system was available but not so much due to the use of privately own cars. Freight train systems were well placed. But passenger train systems were not good. Using car, anyone can start even from the inside of their garage. This ultra convenience, I believe, was the reason for unpopular passenger train system in the US.

The situation now is not so much different from the past. So I am very glad to hear the program from Seattle to Everett. I hope that the system will be expanded in this northern region up to Canadian boarder to the skirt of the Cascadia Mountains.

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06/27/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Parking is crucial to get people out of their cars! There are several problems associated with it: full P&R lots, "invisible" P&R lots, P&R lots too far away from transit lines.

I would ride transit a lot more, and patronize downtown businesses for entertainment and shopping, if I could reliably find a parking space closer to the Mountlake Terrace P&R than the other two MLT P&Rs (which I didn't know about and which are 5 blocks or more away plus a hill to climb over going both ways). It's been totally full every weekday since last summer, at least (and on the WA state map of P&Rs its usage is listed as 0. Did they survey it on a Sunday morning, or in the middle of the night, maybe?). At least one more P&R is needed along 522 between Kenmore and Lake City. Someday LFP Towne Centre will start towing transit riders' cars.

Lack of P&R space is a deal killer for a lot of potential transit riders. And King/Sno/Pierce is not alone. Fifteen years ago I went to a P&R in the East Bay area (CA) to take transit into SF, couldn't find parking, and an entire car full of potential riders ended up driving into the city. It's just stupid to spend a lot of money on transit lines and not build enough parking along the lines so people can get out of their cars.

I bet a lot of folks who like the convenience of their cars for "running errands after work" would be willing to drive just partway to their destination if they could rely on finding parking to catch transit from there. On their way home they could get in their car and do all the errands that are their excuse for not riding transit at all. I've never seen this promoted as a way of using transit, but I bet it would work for a lot of current non-riders if it were described to them and they could rely on parking where they transferred to transit partway to work.

Also, prominent signage for off-route P&Rs along transit routes, so those of us in our cars would be aware they exist, would be helpful. All the church parking lots a few blocks away are hidden unless you've gone to some trouble to find out about them. Potential occasional transit riders like myself aren't likely to do that. We only know where the big, obvious P&Rs are, and if we find one full one time we're likely to give up.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/27/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Thanks for inviting the public to complete a transit survey. We all need much better transit options, fast decisions, and better ways to travel in the Puget Sound area. Commutes are becoming unbearable for everyone!

My feedback about the survey is that it's pretty difficult to understand some of the options presented. There are industry-specific acronyms in there and a lot of options where it's difficult to get a read on what the advantages would be.

I recommend editing the survey to make it commuter-centric rather than transit industry specific. For example, a commuter isn't going to know whether a specific project should be above or below grade. I would recommend just asking generally whether a commuter would support above grade projects more strongly, or below grade projects more strongly. And give a rough cost /build time difference. Or use examples that everyone is familiar with. Most commuters will not be familiar with all the locations presented in the survey.

Hope this is helpful.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/27/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello

I would welcome ALL plans to develop better transportation as Seattle builds more houses by the minute and transport is lacking both rai and bus routes. Bellevue and Redmond are major hubs that need it and getting to Seattle work would be great.

Appreciate your work!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/27/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

For Lynnwood-Everett light rail, I don't think the Paine detour is worth the extra travel time, but I am curious why a fork wan't considered? This has a few benefits: even taking into consideration the reduced frequency, travel time is always faster to Everett than with the Paine detour, and if you make the long range plan two lines (Paine-Seattle-Redmond, Everett-Seattle-Tacoma), since the frequency of each of these lines is limited by the presence of surface alignments elsewhere on the line, you have the option of using a surface alignment north of the fork on one or both branches to save costs.

There is also talk of a new transit tunnel in Downtown Seattle for new light rail lines. While I'm generally supportive of putting any necessary new infrastructure downtown in tunnels because Seattle is so constrained for right-of-way there, I'd also like to at least see a study done of what upgrades would be necessary to support a third or fourth line in the existing tunnel. San Francisco seems to manage with four lines in a tunnel.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/28/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi,

I went to your meeting at 401 S. Jackson this last Thursday and looked at the projects and listened to the powerpoint presentations. I grew up in Europe and am surprised how “behind” the USA is in regards to Public Transportation.

Last year Metro cancelled lots of routes!! How do you think people will support a system that doesn’t offer them anything. If you don’t run the routes necessary without them always being “paid for” by enough people, you will not be able to get enough people of the terribly congested streets. You have to have the system set up first, and then people will follow and not the other way around.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

If Light rail went to Northgate, then riders could choose to go further north, to Lynnwood or Everett, or chose to go East and connect with the UW or south to Capital Hill. this would give us so many more options.

Thank you for your consideration,

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

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06/06/2015	Unknown	Not applicable	Email
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Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Your survey is bias towards Seattle projects. They are listed first, and they should be rotated between all questions for which comes first. Otherwise, you will see more responses and more support for the first questions-- it is a auto inflator and skews the results. You need to include Tacoma and Everett, or we will not approve ST3. it is unfair that Seattle and King County are getting greedy; we trusted you. Also, the funding sources will not get the needed support you are looking for; you can't have property tax, sales tax and an average of 150 increase in car tabs be the source and expect success. This will probably be ignored, but I hope someone reads it now and makes changes, or reads it after things fail and realize changes could have been made....

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Draft Priority Projects  
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06/06/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Strongly support studying and moving forward with one of the Ballard options (except using Westlake). Need to assure a station that can support Magnolia (without having to traverse the Ballard bridge to access the rail, which defeats the purpose).

Thanks.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

In my humble opinion....we can't get anywhere East and West in this City without transferring and waiting.  
How about Northgate from Ballard....Shoreline to University Village or the college campus.  
North and South are covered!

**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

How about some tax breaks for fixed incomers, taxes continue to rise for home owners, income does not. At least people and corporations with rental property can raise rents to offset tax increases.....until the city decides..... it's a good idea to impose rent controls. I'd rather see money spent on infrastructure ( sewer lines, water pipes, bridges, electrical systems, not new transit crap. Let's require \$50 bike licenses for use of the bike lanes.....slap an extra \$60 tab fee on them while you're at it, to pay for transit wishes.

**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Just took your on-line survey and wanted to add 2 more comments:

1. Since you killed the 560 express bus from W. Seattle junction to Sea-Tac, I have had to start driving to the airport (or taking taxis - same difference), because it's now almost impossible to make very early outbound flights or to get back from airport after dark without having to wait to transfer from 1 bus to the next at creepy spots in the dark. Light rail from W. Seattle to downtown transit tunnel would presumably fix this.
2. Our messed up transit system exacerbates economic inequalities within King County, and better transit would be a step in the right direction (bad enough to be exiled to peripheral parts of county for economic reasons, even worse to need multiple buses and many hours to get to work).

Thanks!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

It is ridiculous to exclude Southcenter if the train continues southward. I would love to be able to ride the train down, do my shopping and ride it back home. Ideally, there would be an option NOT to make the airport loop for every trip. Or, for the train to go to Southcenter first, then make the airport loop, and then pick up at Southcenter again before heading north. One stop. Simple.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Got the new survey pamphlet thing, but I have one question and couldn't find a place to post it - where are you getting this whole new 1million people? I'd be more worried about where and how these people will fit and how much that will affect rent prices than the bus system. If a million more people move here, the buses are the least of your problems.

**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/06/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

By far... this is a must for Everett, Tacoma, Redmond, Ballard and West Seattle. North and South at minimum.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/07/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

The phrasing of the last questions about the reasons cited for expanding light rail assumes the responder believes the reasons cited are true. That may not be true, and might just be a perception.

**Sound Transit 3  
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Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/07/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Thank you for investing in public transit. Doing so helps to counterbalance Seattle's largely regressive tax structure and increasing class divide. The Rapid Ride from West Seattle to downtown is unbearable packed and is forcing commuters onto the road... which is also packed. Thanks for your time and consideration.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/07/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

This survey is not ready for prime time. Each major decision needs a concise explanation, diagram and some pros and cons at the same location as the voting button. It is absurd to think that citizens can provide meaningful feedback without knowing the background, and finding the source data is not straightforward.

In addition, the intent of asking for feedback on multiple options is unclear. Are they either/or?

If you truly value public feedback....

**Sound Transit 3  
Draft Priority Projects  
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06/07/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

[Two cartoon images attached. Seemly unrelated to the email.]

Used Bus-time phone call to choose early bus to make train connection, six min wait found time might allow a tree bus transfer to beat the first train about 15 minutes. into Edmunds but, Had a bit of enthusiastic encouragement to enjoy the sounder with Orca Card.

Took the Sounder train Seattle to Edmunds Seemed safe at 15-30 mph, Was sitting on top deck a lot of swaying at times. How often do landslides trouble this route? Can Japan be studied for strategies for smoothing the ride safely? They go fast!

In Europe there was a Rick Steve's PBS show with the track maintenance replacing sleeper ties for the rails -looked like with hydrolic assistance 2-7 minute with level tamping too. Just as road has potholes, we need equivalent patching for rails..Ya gotta keep us safe!

Can you improve the signage in Seattle, am disabled and got off the bus n of Jackson on 4th was directed to the clock tower building south and west on busy streets, if you marked the 4th entry by the Uwajamya's better; people would use the breezeway and elevator saving a two block loop asking more directions along the way... Did not find out about Wi-Fi on the train until boarding also told connection has annoying 'drop outs'.

Was trying to get on the 4:05pm train North, coming down stairs only saw Everett on the train 'rolling orange lettered-display' on the 4:30pm that first South most Motor-carriage (No clear directions!) flush against the one desired. my pick up ride waited in Edmunds same 1/2 hour. missed a Break-time & coffee.

Quite a crowd that warm day.

**Sound Transit 3  
Draft Priority Projects  
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06/06/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

Ballard to UW is more important to me than any other line. Please consider it before Ballard to Downtown and West Seattle to Downtown.

A new bus/transit tunnel downtown (Seattle Subway's WSTT) would be a lot more useful to more of the city than a single line between Ballard and West Seattle. Please consider this. It could enable a lot more bus routes to be grade separated where it matters the most, downtown.

While I do not object Everett to Tacoma, DO NOT violate sub area equity to give Seattle money to the spine. Especially do not spend money that would be going towards connecting places like Ballard or West Seattle on lower value extensions such as out to Pane Field. I don't object to Everett's growth plans, but Seattle's needs are urgent and can't wait for another twenty years.

**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/07/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

This is the first time I have ever expressed a concern, suggestion or comment. I am prompted because I am so angered by the lack of planning. Twice I have tried to take the light rail from the Tukwilla station to downtown Seattle Westlake. I drove around 20 minutes and along with about 8 others and could not find parking in either lot. One time I spent money at a local garage and walked to the airport terminal. I won't live long enough to have a station in Federal Way (sometime after 2023). It is so disrespectful of my tax dollars and I was so in favor of light rail that with the irresponsibility of the project I don't trust the process.

**Sound Transit 3  
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<i>Zip Code</i>			

***Comment***

I for one would love train service to go both ways in the morning and at night or during the day.

I live on Whidbey Island and my grandkids are in Tacoma. I would love to be able to take the train from Mukilteo going south and switch trains to continue on to Tacoma. Then take a train in the reverse direction.

The sound transit trains are great for people who work downtown but useless for those of us who would use the train to go downtown for shopping or museums or in my case travel on to Tacoma.

What good does it do to take the train to town long before the attractions are open or wait all day to take a train to your final destination? It seems to me that you are missing out on a large group of potential travelers.

Thank you for your time and consideration

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<i>Zip Code</i>			

***Comment***

Are you guys nuts? Do you really think that you will get a good transit system by asking residents what they want? Do you really think they (us?) are able to make informed decisions?

Transit planning needs to be driven by a couple of principles:

People will choose transit when it is FASTER than cars.

Good solutions: dedicated bus lanes, elevated rail, high speed rail, urban center to urban center transit, elevated bus/rail ABOVE freeways over existing rights of way

Bad solutions: wait for traffic to get worse, the bus/rail tunnel where you spend time waiting for train/bus in front of you, intercity bus that does not connect center to center

Transit should benefit maximum number of people - not just the riders, but also indirect beneficiaries (decongested freeways, property values, etc)

Congestion pricing for non-Seattle residents -- follow London and Singapore and CHARGE out of area vehicles for the right to access during peak hours

Charge/tax for ALL on street parking spaces -- free up the asphalt for parks, bus lanes, bike lanes

Increase GAS taxes, fix the regressive tax problem by giving all WORKERS and STUDENTS and RETIRED PERSONS free transit passes

Get rid of school buses, give all students free bus passes, adjust metro routes accordingly (at least for Middle and High School students)

Plan transit routes to benefit business/schools/government -- commuters/citizens/residents will adjust

Good luck, you will need it



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06/07/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I believe you should do Ballard and West Seattle before you go on to Everett and Tacoma.

**Sound Transit 3  
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Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/07/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Fixing the gridlocked legislature must be a first priority, or your wonderful efforts and plans are moot. Please dedicate significant funding to solving this new reality. Remember the spirit of Citizens United. You need to be heavily funding candidates who align with the philosophy of functional regional transit in a rapidly growing environment.. It is a "quid-pro-quo" political world now. This region will continue to expand at record rates as the effects of climate change force the affluent to look for a safe future home for their commercial investments and the future of their families.

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06/08/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

**Comment**

Thank you for expressing an interest in my opinions. I have strong opinions on the transportation questions and I appreciate this opportunity to present them to people involved in making decisions.

- The appeal of rail systems makes no sense to me. – In my opinion, rail systems are antiquated 19th century technology which no longer make sense. It might be nostalgia, or inter-city rivalry, which explains the appeal, but I suspect it has more to do with a disdain for bus systems on the part of decision makers.
- A bus system is much less costly to build than a rail system. – It uses existing roads and the terminals are much less expensive than rail terminals. Bus systems are already established and are easily extended simply by adding more routes and coaches.
- Buses have equivalent or greater carrying capacity compared to rail. – Bus coaches can hold the same number of passengers per foot of coach length. The number of buses in service for a particular terminal or route or area can be the same as the number of rail coaches.
- Buses can serve a much larger point-to-point area. – Rail systems can directly serve only those neighborhoods having a terminal. Buses can run on virtually any city street or county road, thus can directly serve any neighborhood desired, on relatively short notice, with only trivial construction costs.
- Buses can allow a greater percentage of one-seat-per-trip riders than rail. – Bus routes can be established to connect almost any neighborhood to any popular destination with minimal planning or investment. Many riders can thus walk to their bus stops and get off where they work or shop, sitting in the same bus seat for the entire trip. The same is true for the return trip. With rail, this can only happen for people who live near a multi-million dollar rail terminal and who also work near another terminal on that same route. For the rest, some other means of transportation is required on one or both ends of the rail ride. The seat must also be changed if more than one rail line is used.
- Adjusting bus capacity is much more flexible than for rail. – Buses can more easily be reassigned to different routes and times than rail coaches. These adjustments can be made on short notice during emergencies, or on a seasonal basis, or for any other reason such as matching service with demand.
- Existing roads can handle bus traffic. – A bus carrying, say, 50 passengers presents less demand on the highway system than 50 cars with one occupant each. So in principle, we could offload all single occupant cars from the roads,

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put their drivers in buses, and reduce traffic congestion. The existing HOV lanes should be adequate to ensure predictable and dependable bus schedules no matter how many coaches are put into service. (Here I am only addressing the trade-off between cars and buses, and not considering demographic growth which might require additional roads.)

- Buses are less vulnerable to terrorist attack. – In the event of a serious disruption in a major transportation center, a rail system could be crippled completely, where buses could be deployed to alternate routes and terminals relatively quickly and easily.
- Unfortunately, transportation planning has a chicken-and-egg problem. – If bus routes are to be established based on ridership, it will appear as if there is no demand from areas that are not currently, or well, served. I think this approach is a mistake. Bus routes should be established ahead of the demand so that the people in the proposed service area can come to know about, begin to trust, and get used to a habit of, commuting by bus. I think that if you provide the buses, they will ride. Of course, the buses must be kept clean, safe, punctual, and with adequate capacity, in order to attract and retain riders.
- Snow days in Seattle illustrate many of the bus advantages I have discussed. – Any bus rider will tell you that when it snows, people who don't ordinarily ride the buses flock to them and overload their capacity. In my opinion, this proves that at least in an emergency, buses can be a flexible and dependable transportation alternative, and that people will put aside their attitudes of contempt which might otherwise dissuade them from riding a bus.

Thank you once again for allowing me to express these opinions.

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<i>Zip Code</i>			

***Comment***

A court battle has broken out between homeowners and our city council regarding a radical upzoning of multiple square miles of single-family homes.

What was ST's vision (besides low construction costs on the I-5 corridor) for choosing a route through the heart of affordable family housing, as opposed to 15th Ave NE or Aurora Avenue where zoning is more amenable? TOD bordered by a golf course and an exclusive private school (@ 145th) is an oxymoron.

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***Comment***

Thank you for mailing which I received on June 8th. I am pleased to have options for response. I am a senior citizen (age 74) and for many years have appreciated the benefits of mass transit. I would love to see regular light rail service between Tacoma and Seattle. It could have been run down the freeway (I-5) instead of an HOV lane addition, but evidently cars still rule. I lived in Maryland for several years and fell in love with Metro Rail which got me from the suburbs to downtown DC in no time at all. I have flown into DC National, taken Metro to Union Station, hopped an Amtrak to Philadelphia, then taken commuter rail -- to within two blocks of my cousin's home. What could be easier and less stressful. I have commuted to Portland, OR on the train, which takes about as long to drive, but much less stressful. I recently flew to Atlanta and took Marta to within 2 blocks of my hotel. I use transit whenever it is available. From my perspective, rail is convenient, cost-effective, less polluting, easy and quick. Please, PLEASE get a dependable light rail to Tacoma that can be used to get to Seattle for evening activities, such as WNBA basketball, symphonies, etc. Thank you -

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***Comment***

support it light rail going to Everett thank you

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06/08/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I never use transit in Seattle because I walk most of the time, and rarely drive.

When I travel to other cities (San Francisco, New York, Minneapolis), I use public trans all the time.

We need a better, faster system for connecting the city so people don't have to take a bus downtown to then travel to another part of the city.



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06/08/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Good afternoon,

Has the thought of creating a sounder commuter station at/near Golden Gardens come up?

It seems like that may be a more cost effective option vs creating a new line serving the downtown areas, while still freeing up space from cars on the roads.

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06/08/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I just finished the survey. I am surprised and confounded that there is only one water taxi that plies the waters of this region. It is long overdue that Argosy's domination of the water rights be relinquished since they are not using it for mass transit. We need a water transportation network that connects Downtown Seattle to not only West Seattle but to Ballard, Richmond Beach, and Edmonds. We also need an inland water transportation network that connects all of the neighborhoods along the ship canal to Lake Union and out to Lake Washington. People in Kirkland should be able to board on one of a fleet of ferries that will taking them to South Lake Union or Renton. This city was built with the mosquito fleet, long before there were cars. Just like Argosy, these permits could be given to private enterprises in the maritime industry.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

That was one of the more confusing surveys I have taken – same route with different structural options (at-grade vs. tunnel option). I wanted to not complete the survey. I would recommend creating a simple process for your users, or provide a key that is immediately visible.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Are Sound Transit express buses going to support the new-ish ORCA Lift reduced fare card in the future? If not, I would like to put in my support for the initiative.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/08/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Thanks for your work on improving transit. We really need it. I appreciate having had the chance to provide feedback on the survey.

The one thing not even hinted at is dealing with the slow, dangerous existing link on MLK Jr. Way in Seattle. At least in the long run, it needs to be grade separated both to speed up the whole system and for safety. Building a high speed system around a slow speed core—especially one from downtown Seattle to the regional airport—is just crazy. I know the cost would be very high, but without fixing that piece the system will never achieve its potential.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi there

I have some feedback about your survey. Your survey used a lot of jargon and referred to projects you seem to expect the reader to know about. I really appreciate you taking this survey, but I'm an editor and found it difficult and cumbersome to get through.

I really think you should invest in a good editor.

Thanks!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Received your mailer and got suckered into taking your BS survey. Nothing but propaganda for preordained wasteful sound transit projects. It does show that ST exhibits a remarkable lack of creative thinking; the majority of your projects promote an outdated, inflexible, highly expensive, polluting, inefficient 19th century technology that does little to address regional transportation issues. Perhaps we should buy some toy choo-choos for you to play with; tax dollars could then be spent on more promising and efficient technologies which allow increased highway capacity without massive new infrastructure.

I can already feel your progressive blood boiling. How dare I attack glorious large projects which will serve the proletariat while limiting his options? We shall determine with our supreme knowledge how the people are to live: the future is trains and mighty dams and worker housing! This is our five year plan!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Gentlemen

The diagram presented in your flyer is the closest thing I have seen to a system concept since you started. What you depict should be the minimum considered. The questions should be when and how far?

Everett, Redmond Federal Way, Tacoma West Seattle and Ballard must be part of the system.

Everett extension should include the aerospace complex at Paine Field. Either as a loop in the line or a separate branch from Downtown. Either light rail or Sounder should be extended to Marysville and Smokey Point.

In addition to Redmond consideration should be given to a line to Lake City, Lake Forest Park, Bothell, Woodinville and Snohomish or possibly Monroe.

Connection to Tacoma Link is a given. Extension to other parts of Tacoma should be considered as well as extension of Sounder to Lewis Main.

The West Seattle line should connect the Junction and Fauntleroy for ferry access similar to Mukilteo.

The Ballard line could connect South Queen Anne, Interbay and Magnolia on the way to an underground crossing of the Ship Canal. It should extend to Crown Hill and beyond.

Lines North of the Ship Canal and North of Highway 525 should be underground.

Park and ride lots should be planned for all stations where practical as well as new stations and park and rides near the major highways. It may be necessary to relocate some park and ride lots to better serve both highway and rail.

Sound Transit began this process nearly 25 years late. It is time to move. Otherwise the public will see the agency as a joke and approval will be harder to achieve. It should not take 40 years to build this system.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Having one meeting in downtown Seattle between 5:30 and 7:30 PM is a laugh. You really don't care about your tax base or communicating with your community.

Come out to the community and talk to us to get your support. You have a lot of trust to develop and you are taking the lazy man out. You don't really care and it shows.

All you do is spend and spend and tax and tax. My support is not with you. You have a lot of trust to develop. Get started and get off you lazy butts. Quit shoving your agenda down our throats in secret.

How is light rail going to help those of us who live on hilly Seattle?

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Why not just get more buses, and scrape this "light rail" stuff. It cost way too much of the tax payers money. What does it cost t a foot for the digging you are doing downtown; like '\$100,000 foot ?

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

West Seattle should totally get the light rail That's a region that feels disconnected from the city, but could mentally and physically be just a ride away. Alki Beach is a great destination and having quick access to a road like Delridge Way would allow riders to continue on to the Ferry Terminal, or catch a ride north to Alki.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I don't support this at all. I am tired of paying taxes on items I don't use if I use them then charge me for them. Raise the fees and you will make more. Why should I have to pay a RTA tax SO THE RIDERS DON'T HAVE TO PAY MORE, Pay for A ferry that I DON'T RIDE. SO I AM NOT GOING TO VOTE YES. I HOPE THAT OTHER PEOPLE WILL DO THE SAME.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

For many years I wanted to be able to easily use public mass transit from the Shoreline to the Eastside. Time constraints and transfers got in the way. A car was quicker and more convenient. For many years there has never been a easy East-West connection, always North-South. Expanding a light rail, bus, options will improve the region's mobility and draw business to the Puget Sound region. Excessive commute times are a very strong factor in the region.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

The survey was sort of confusing. A redesign would enable people to better select choices.

I think that, given the unfortunate fact that the area is curesed with a light rail trolley system instead of a full capacity line, the area needs to get it expanded as soon as possible.

A full capacity three or four tracks system is what the area needs. Not to get a trolley line that won't serve the needs now, much less those of the future.

The Skytrain system in vancouver region is much better and its inadequate.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Your Sound Transit proposals are not wanted or helpful in Snohomish County or anywhere else in the Puget Sound Area. Your project studies lack integrity and monies given to the DOT should be used to improve the state highways projects, not the unbeneficial Railway theory.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I just completed the survey. I noticed that the Ballard options mentioned all stopped at Market St. I know the earlier study ST put out on a Ballard extension included at least one option that went as far north as 85th. I'd like to see one of those options included. I live at 70th St. and feel that the strip along 15th between Market St. and 85 is in need of development. Several stops along that corridor would also serve many residents.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi,

I just took the survey at this link: <http://soundtransit3.org/survey>

I found it to be poorly designed and I would not be surprised if you have a hard time sorting through conflicting, incomplete or vague results.

1. There was no clear definition of many of the options provided. The map was pretty but you have to hunt for many of the options in the survey. These for example:
  - a. Infill Light Rail Station: Graham Street
  - b. Infill Light Rail station: Boeing Access Road
  - c. Infill Sounder Station: Boeing Access Road
2. The 1-5 scale can be good, but it doesn't make sense to pit similar options against each other on a Not Important to Very important scale.
3. Where is the Draft Priority Projects List? Should be a link or popover on the survey if you really want people to evaluate the options

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

1. Ridiculous to go to Ballard
2. Just get from Tacoma to Everett as promised.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello!

I just wanted to send an email because I received a letter in the mail describing some of the proposed extensions of the light rail and transit near Seattle. Sound Transit should very seriously consider linking the west and east sides of Lake Washington north through Kenmore and Bothell. As the traffic here gets worse, the bridges are becoming less and less efficient meeting the needs of commuters and even now make almost no sense for anyone in the North Seattle area to use. With UW Bothell and the downtown area growing quickly, it would make sense to connect this region with the upcoming Light Rail. Thank you for your time!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Subject: Expansion to Federal Way

I support the Hwy 99 route because it would provide service to more people than the I-5 route. A mass transit system, by definition, should make serving the most people a priority. Redevelopment along the route will improve the Hwy 99 corridor, which is now in bad need of improvement.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I just finished he survey, but I neglected to add my email.

beidleranne@gmail.com

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/09/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Forcing someone to sign-up for “Online 365” in order to take the Sound Transit Survey is absurd.

It is just one more reason why Sound Transit’s efforts are insincere, and are nothing but token PR oriented efforts to attempt to reach a forgone conclusion, and not any serious effort to find out what actual taxpayers think about ST3, versus a whole host of light rail zealots and freeloaders, wanting more “free stuff” in the form of subsidized bus and rail transit, from the regions taxpayers.

**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi -

I just took your survey and I was really confused. You use terms that you may know well but to the layperson are very unclear. I wasn't even sure what you were asking for in most of the questions.

I'm really for mass transit (especially to Ballard) but I have a feeling a lot of people are going to quit your survey before they get very far through it. I hardly understood what the differences were with the first three options for Ballard.

Could you have someone who doesn't work for you and doesn't know much about current proposed projects take the survey and give you feedback?

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

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06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

1. Impossible to respond without knowing the relative costs AND sources of funds. I will \*not\* vote for more property taxes with what's being asked for by Seattle.

2. IMHO Everett and Federal Way need the most help.

PLEASE do not try to sell us options that have entirely unrealistic pricetags.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi,

Thank you for creating an online survey allowing area residents to weigh in and offer input regarding future transit planning! I appreciate all of your work to engage the community and explore priorities. I had a few comments regarding the survey that I was unable to share via the survey, and so am submitting them via email:

-It was difficult to conceptualize the difference in impacts between elevated, tunneled, and at-grade options for Ballard, and the hybrid option was confusing without a visual.

-Under the reasons why building out the ST system is important, I would have liked to see an option noting that more and more infill development is happening within central Seattle, and will be booming in West Seattle, Ballard, and the University District over the next 10-15 years. This denser development is making it more and more difficult for those of us who commute within Seattle to reliably use the bus system. Buses get stuck in traffic, too, and often there is insufficient space for dedicated bus lanes. I find it often takes longer to get to Ballard or West Seattle than locations outside of the city. If the in-Seattle options do not make it on the ballot, I would love to see ST/KC Metro explore creative ways to move buses more reliably.

-I think it is also important to consider that some areas are already served by commuter rail (for example, Tacoma) and bring light rail first to areas that have no alternative transportation option for commuters other than bus service.

-Please consider equity issues when making these decisions. You may not hear from as many people in Delridge/White Center via this survey, as there are many people who don't have home computers or speak English. However, these populations often rely solely on transit and do not have cars. It is important to also consider equity issues during design and construction, when looking at community impacts.

Thanks again for this opportunity.

**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

If light rail runs along I 5 will it impact the bald eagles nest. My other concern is your adding more noise. Will a sound barrier be installed ? We have very little open space left, what wild life we do have lives along the I 5 corridor.

Think it, see it, do it!!!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

You guys need to focus on and prioritize the freeway choke points. Keep it up and persevere. It will happen.

**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello there,

Thank you for the creative mailer regarding gridlock. While it highlights a very important future event in west Seattle, I simply cannot give any incredibility to this message. The Sound Transit track record is dismal regarding judgment, planning, engineering to say the least. If I performed in this manner for the companies that I worked for...SBUX, JWN, I would have been shown the door and accepted the consequences. I find it rather incredulous that your organization continues to garner support for transportation initiatives.

Feel free to respond to me anytime since I believe you could do a lot better.

**Sound Transit 3  
Draft Priority Projects  
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06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Just pointing out the cert for the soundtransit3.org/survey site is \*.azurewebsites.net, when requesting https.

I realize that's not the link you posted, but filling out forms with http these days will give some of us pause.

On the plus side- you're using a cloud service to host it, (hooray).

**Sound Transit 3  
Draft Priority Projects  
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06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Dear Staff:

The Hwy 99 Swift transit bus line is a success! People hate waiting for a bus.

If you could install Swift east and west over every freeway exit overpass like you have done with the Swift bus, then we would not use our cars. We need a reliable grid of transportation every 10 minutes for people to park their cars.

Just try an east and west Swift on one congested overpass and see what happens.

**Sound Transit 3  
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06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

My immediate question is --- why are you spending the money sending 3 of your mailers to my address -- all addressed to "current resident."

I'm sure there are programs to consolidate mailings to a single residence??????

If I got 3, I'm sure many others got multiples too --- that certainly looks like a waste of money. I work for a transit agency -- so I am always having people ask me these questions.

**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Buses. Build it and they will come. New, clean, ad-free, clean fuel, dedicated lanes, etc.

Your brochure states "In the future, light rail stations can serve as transit hubs (for) local buses..."

So you build all these trains and I can't get there until you improve the bus service?

I don't like trains. They cannot provide flexible programming like busses can to accommodate changing demographics etc.

A world-class bus system would be fantastic.

You're on the wrong track....so to speak : )



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06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I think that light rail is 30 years behind in the Puget sound region. It is the most efficient way to move people. More busses is NOT the answer.

**Sound Transit 3  
Draft Priority Projects  
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06/10/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

high speed rail on eastside north-south

**Sound Transit 3  
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06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

My experience with transit approval is that every time we pass the bills or required votes for transit, all we get is another sports stadium.

As someone who has lived here all my life (62yrs) I am disappointed, depressed, and disillusioned as to why we have to become paralyzed before any meaningful changes occur.

The realized dreams displayed in the 1960 Worlds Fair are just an ornament.

Unless you train people to use transit, and provide guidelines for common decency, hygiene and respect, no one I know will use transit unless they absolutely have to. It is an exhausting and threatening experience most of the time.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Quick suggestion:

When the water taxi first started, even thou it cost a little more, we at least got a bus transfer so we could continue our trip once we got downtown. If that was implemented again, it would be more useful to take in order to avoid traffic on the West Seattle bridge.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi,

I just took the survey for ST3 and had a question.

What is the difference between C-01B and C-01C? Both say elevated with tunnel?

My only other concern, which I put in the survey, is all the proposals "at-grade." The one that would effect me the most is the Ballard/Downtown via Westlake, which doesn't even have an elevated/tunnel option. I think "at-grade" should be avoided to ensure mass transit is not subject to car-traffic related problems.

**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello,

Received your flyer in snail mail this afternoon, and it jogged something that has been on my mind for as long as I've used mass transit.

I think it reflects why your system is --and always be-- underutilized:

The practice of separate pricing for all modes of transit.

Solution? Use one pricing structure with unlimited access to all forms of transit.

It's simple.

Probably why you folk will never figure it out.

Anyhoo, good luck, m.g.

**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello,

Thanks for the inviting questions/comments.

I love riding Sound Transit, but now (with the addition of the upcoming Husky Stadium opening) it seems like the success of Sound Transit is at the expense of Metro. I don't understand why that has to be? Why do I have to lose my only "one shot" from View Ridge to downtown (except the 76 commuter bus) because Sound Transit is coming? I will have no way to get to downtown in the evening, weekends, or 'during' the weekday...except to make many Metro transfers, or use the new 941 route to/from the stadium from/to my neighborhood. And better yet, that new bus will only run once per hour, and I have to make a phone call so it will deviate off its route to come get me. That's a bit crazy!

If you can explain the reasoning behind all of this I'd really appreciate it. Thank you.

**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I think a light rail connection along the SR522 corridor, ideally from Woodinville through Bothell and Kenmore to connect to Seattle, should be a high priority but don't see it listed as such on your current survey. Traffic is now gridlock along SR522 in both directions during commute times and has gotten worse yet since tolling on SR520. There is very limited opportunities for vehicle lane expansions through much of this area so light rail makes the most sense. When there accidents, even buses get clogged in this traffic.



**Sound Transit 3  
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06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

One thing that I feel should be a focus in all the new potential extensions is parking. On multiple instances, I have driven to the Tukwila station hoping to take the light rail into the city but haven't found anywhere to park so I just ended up driving in. I was one of at least ten cars all circling the parking lot unable to find a spot. In the south end, bus service is sparse to many neighborhoods so most users have to rely on cars to get to the stations.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

We need more light rail!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/10/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Please put the next light rail extension to West Seattle. West Seattle was selected to be one of the dense urban areas in Seattle. Condos and apartments are going up like crazy there. If some more aggressive public transportation is not put in for West Seattle, it will just become gridlocked with traffic. Thank you.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/11/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I strongly support both expanded and enhanced Sounder service as well as light rail expansion. Light rail needs to get to Tacoma, whether its via I-5 or SR99 I don't know enough to have an informed opinion. Either Sounder or light rail would eventually get to Olympia, ideally.

An additional aspect that I hear considerable complaint about is parking facilities at/near the Sounder stations. I normally take the 595 ST Express bus and parking at the Purdy and Gig Harbor park and ride lots seems to be adequate so far. Occasionally I drive to Tacoma, park at the Tacoma Dome station and take the Sounder. I try to schedule any appointments 1st thing in the morning and if I get to the Tacoma Dome Station parking garage after about 9:00, even that garage is full. As rail service expands and finds more users parking facilities or satellite parking facilities with shuttle bus service or some suitable alternative needs to be considered to optimize the usefulness and usability of the system. Reliability and convenience goes far towards promoting use of the transit system.

Thank you for your attention,

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/11/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

The Survey is too long.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/11/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Dear Sound transit planning committee members:

The East side corridor should have a link train that would travel from Renton to Bellevue on the existing train tracks along Interstate-405 , by using existing tracks this would reduce costs for new tracks to be installed and would provide long overdue link train service in this area of king county.

The Link train is more efficient and moves more transit riders from point to point.

Sound transit should invest in link train service connecting cities north to south and provide bus service along with metro to move ridership to the link for north south travel.

If Sound transit and King county metro work together to provide coverage for all east west areas to connect to a north south link commuter train they would find more people would ride more often on mass transit.

If sound transit were to connect the link train to Boeing, Microsoft and large employee companies facilities we could reduce freeway traffic in the Puget sound area.

We should also invest in parking facilities to accommodate riders for parking their vehicles and bikes while riding the link trains.

I have personally traveled on mass transit frequently and find the link train and express buses to be the most efficient for ridership.

The sounder trains do not cover many neighborhoods and areas as the link trains do ,We should invest in the link trains more than the sounder trains as they can only travel certain schedules on the tracks they currently travel on.

Thank you for the opportunity to express the needs of a transit rider.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Please proceed to build rapid transit as quickly as possible. We missed our chance at federal matching funds 30 or 40 years ago and having been paying the price ever since. Let's step up and become a major metropolitan area ASAP

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Why does a ripoff agency like you allowed to exist? Why do you offer customer service so poor it amounts to customer abuse? Why are you openly indifferent to the wrongs you do to customers. You suck. We need a new agency. I'll never support any more money for you and I'll never ride one of your buses.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Light rail to Redmond yes

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98115

***Comment***

Yesterday your kiosk at Westlake Station overcharged me by \$90. I spent this afternoon being referred to one phone number after another. The number that was supposed to be customer service proved to be a sign-up for a Wal-Mart gift card. The operator said she would transfer me to customer service only if I provided personal info for the card. In short, this was blackmail.

I gave her some info, mostly false. Then she hung up on me.

I want my \$90 back, and I want it now. If I do not receive it, promptly, I'm taking this one to the mat.

What you offer isn't just bad customer service. It's customer abuse.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Completed your survey however I saw nothing to improve renton to Seattle commute!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I will not vote yes for additional light rail projects until you finish the first two ballot measures under budget and on time.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

ST-

Filled out the survey but just wanted to throw in: I strongly support a Graham Station, as current roads are packed and are going to get worse with the traffic diet, so a strong transit system will help offload daily commuters on to a more supportable system.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

To whom it may concern,

I am wondering if there is any plan of building the station at 130th and 3rd ave NE Seattle?

If the link station built in 130th st and 3rd ave, so many people will use it for commute that should reduce the traffic on I-5 in the morning and afternoon. So many Boeing family lives the area and they will love to use the station once the link extended to Everett, too.

Public transportation has to be made with long term profit view. The better public transportation will build better city.

More and more families moving into Seattle. Google, Amazon are expanding their office in downtown area and bringing many people to North side of Seattle. Those people all want to commute by link in a future instead of driving.

In long term, this will reduce the City's cost to fix the I-5 or any other roads. Less traffic means less accident, less traffic related violation in the city, by many meaning it will save City's future costs.

I don't mind City start the toll at I-5 near Seattle Down Town to build the link. We residents also have to have a longer bigger view. If there is no enough money, we are happy to pay as a tax if it save the City's cost even in longer term and makes the Seattle City to a better place.

I understand it is also possible to add the station later once after the link is completed. But it costs extra 10 million or probably more. If you already know that you add the station on 130th in the future, why do we even bother by building the rail first without 130th station .

Please re-consider building the station at 130th st and 3rd ave.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/13/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

MORE LIGHT RAIL

FEWER BUSUS

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/13/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello, I am a well educated person with a Masters degree in economics and expertise in surveys. I found your survey very difficult to complete because you combined projects with how those projects might be served. for example, Lynnwood to Everett had options such as express bus, light rail on grade, raised light rail, etc. (I may not be quite correct for this project, but you get the idea.) I coped with this by giving the same score to all "technologies" for each project. I have opinions about the project areas but am not well enough informed at this time to choose between the technologies for transportation.

I think Your survey would have provided you with more reliable information if you asked about projects and then asked about the technology. Also, I would simplify the technologies you ask about.

Second, I spent at least 10 minutes looking for the link to your survey on your website. I finally found a small box in the upper right-hand corner and clicked on it. If you want to encourage participation might I suggest that the link to your survey be in a large graphic, such as a circle.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/13/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Seattle area in all three directions, north, east and south is very much like San Francisco Bay Area-BART serves the daily commute very well with all the bus connections, parking lots...

Light rail should go all the way to Everett, Redmond and Tacoma with parking lots at the stops and bus connections at major stops. I took BART for 5 years going to work daily, to SF on the weekends and to SFO. Coming back to Seattle area after 5 years in SF, the traffic shocked me and the slow movement in improving public transportation makes one question: who are responsible for this short sighted public policy? The world is moving on to high speed trains and green living. People in Seattle area are still stuck in the self centered individualism. If it is not for you, think about your children!

Seattle area is so behind in public transportation, it is embarrassing as a "progressive" city.

2023 is too long. Light rail should go to Redmond, Everett and Tacoma NOW! What are we waiting for? All this wealth in Seattle area should be devoted to public transportation. Meanwhile, adding buses, increasing connections and run frequency to provide immediate relief on gridlock, establish the reliable service for the future light rail connections.

IT IS TIME NOW. WE HAVE MANY STUDIES BEFORE. WHAT NEW INFORMATION WILL YOU GET FROM THIS NEW STUDY. TRAFFIC IS GETTING WORSE. START BUILD NOW!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/13/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Nowhere in the survey did it ask about the cost per \$1,000 property tax that the Nov 2016 vote will request.

"How much does it cost?" should be the main question beside "What do we need?", same as any purchase decision.

At 30 million rides for an annual outlay of 1.1billion ( 2013 figures given on you website), each ride costs \$36.

Pretty steep! Who is going to vote for that?

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/13/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I would love to use Sound Transit to go to work from Lakewood to Kent but all mass transit starts too late (I start work at 6am) and buses don't run frequently enough to go from the Kent train station to where I work off 216th St. in time. We employ over 250 people who mostly live in Pierce County. I lived in Korea for over 3 years and we are way behind on mass transit.

Thank you for listening.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/14/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Stop spending my tax money on projects very few people use. It's a wast of tax payer money. I feel this state is trying to force people out of their cars!!!

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/14/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello,

I am writing to let you know that I would be an regular user of a Boeing Access Road Light Rail Station. I understand that you're considering adding this and taking comments currently regarding it. I live in the Boulevard Park neighborhood and this would be extremely convenient for me and my neighbors to use. Thank you for your time and your consideration regarding this valuable asset for our community.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/14/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

We need light rail to extend to Tacoma and to Everett. Once the main thoroughfares are covered than to Spurs to neighborhoods. Both I-5 and 405 are in gridlock. Help business to move their products by getting people out of their cars and off the freeways. The Eastside must be connected. Utterly ridiculous that we don't have light rail across the new 520.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/14/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

To Whom It May concern,

I and an entire bus full of people who go from South Sammamish park and ride to Seattle every week and often get asked to work weekends by our bosses but can not because of the metro routes not running on the weekend to Seattle from anywhere within five miles of where i live would really very much like to have more weekend busses and weekday busses mid day so that we can make it to and from work and doctors appointments. The best way to encourage ridership i s by making it run more often and more accessible to those who pay for it. Thank you for your consideration, we greatly appreciate your service.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/14/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

As a Tacoma area resident we have been paying taxes for Sound Transit services since the beginning. We are frequent Light rail users, but now must travel to the Seatac station to travel into Seattle. There are many people down here who would use light rail from Tacoma, please consider us further south as you expand south. I 5 traffic is terrible we need to leave our cars behind.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/14/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98034

***Comment***

For how many people cross the bridges over lake Washington everyday I think you guys should prioritize the crossing over the other projects to investigate. I would use light rail EVERYDAY if it was an option.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/15/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

[Sent in response to an email sent from Mike Harbour regarding Boeing Access Road Light Rail Station]

Hello,

I recently came across this in a neighborhood email/website. This is very exciting news. I moved to this area almost 3 years ago and work downtown. Before that, I was living in Federal Way commuting north on the Sounder train. After moving here, I have been driving to work, which is not ideal. Especially with parking becoming scarce downtown, not to mention expensive.

The station would be SO great in this area, since we are really lacking the access to public transportation close by.

Thank you.

**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/15/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I would like the following order from top to bottom to be considered for extending Link light rail:

Federal Way

Everett

Tacoma

Ballard

Redmond

West Seattle

I would like possible bus rapid transit in the following order from top to bottom:

Lynnwood

Redmond

Bellevue

Thank you.

**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/15/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

98118

***Comment***

Thanks for asking for my input. Public transit is the crowning achievement of any civilization.

**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/15/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Have you ever considered a train during the middle of the day and late at night weekdays and trains on the weekend?  
Your busses run but trains are so much better.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello, just weighing in on what projects should be studied for a vote.  
My vote for light rail extensions goes to Everett first and Ballard second.  
Thanks

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I would like to vote study of Sound Transit light rail service (not service via busses) to eastside communities such as Bellevue, Kirkland, Redmond, Woodinville, Bothell, Kenmore, etc.

The east siders have been forgotten all together by Sound Transit while they have been paying for many years without having the benefit. I do realize Sound Transit has projects in the works and in construction to serve east side on a very limited basis, but they are not nearly enough and only serve a very particular area.

Sound Transit needs to provide light rail service parallel to a major highway such as SR 405 (just like I-5) to serve eastside communities, not just to a location of SR 405.

WSDOT has recognized this need and has heavily invested in the SR 405 corridor, it is now Sound Transit's turn to serve ALL eastside communities along SR 405 and give tax payers a return on their investment.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I would really benefit and so would others at Raisbeck if there was a Boeing access road station, please consider. I took the online survey, thank you for that..



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

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 district have continued to grow and be attractive to large employers. Transportation alternatives are becoming essential to our area businesses and residential communities and to the quality of life in the Seattle area. The Boeing Access Road stations should be part of the ST3 Priority Projects List for the following reasons:

The Boeing Access Road projects align with Sound Transit's 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.

A study conducted by Fehr & Peers conservatively estimates that if we opened the Boeing Access Light Rail Station today we could anticipate an additional 1,400 riders before considering the multimodal add-ons, which is considerably more ridership than existing stations.

The Boeing Access Road stations will serve an area with large employers and more than 15,000 jobs, and the area/district is growing annually.

The Boeing Access Road stations, coupled with buses, will connect riders with area businesses, regional shopping centers, and premiere tourist attractions such as The Museum of Flight, which serves over 600,000 visitors annually and expects to increase yearly attendance to over 1,000,000 in the next ten years.

The Boeing Access Road stations are important to the Tukwila Community and to the region. I urge you to maintain the Light Rail and Sounder Rail Multimodal Station at Boeing Access Road as part of the ST3 Priority Projects List.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/17/2015	Unknown	Not applicable	Email
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- The Boeing Access Road projects align with Sound Transit’s 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.
- A study conducted by Fehr & Peers conservatively estimates that if we opened the Boeing Access Light Rail Station today we could anticipate an additional 1,400 riders before considering the multimodal add-ons, which is considerably more ridership than existing stations.
- The Boeing Access Road stations will serve an area with large employers and more than 15,000 jobs, and the area/district is growing annually.
- The Boeing Access Road stations, coupled with buses, will connect riders with area businesses, regional shopping centers, and premiere tourist attractions such as The Museum of Flight, which serves over 600,000 visitors annually and expects to increase yearly attendance to over 1,000,000 in the next ten years.

The Boeing Access Road stations are important to the Tukwila Community and to the region. I urge you to maintain the Light Rail and Sounder Rail Multimodal Station at Boeing Access Road as part of the ST3 Priority Projects List.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/17/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

The Park and Ride lot at the Tukwilla Station is way too small. More than once, we have driven to the park and ride intending to take the light rail downtown, and ended up driving instead, because there was no safe place to leave our car. This seems like it might not be terribly difficult to address.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/17/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Sirs:

I believe that the future Federal Way Light Rail Station location should be determined as soon as possible to compliment Federal Way's planed Town Center, instead of possible conflicts with each other,

Sincerely,

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/17/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I took your survey and strongly support the regional system. I am also strongly of the opinion light rail from downtown to Ballard would be a total waste of the taxpayers money unless you want to build large and free parking garages in Ballard and Interbay. You have Steep slopes in this corridor and Ballard will not want to become a parking lot for north end commuters. If you want to gain support in this corridor, make transit investments in replacing the Ballard and Magnolia bridges. This would keep bus service running. If 15th is in your ballot issue, you can change strong support to work against.

**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/17/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Please include Access and connection on NE 145th from SR 522 to Link light rail in Sound Transit 3. Tolling on 520 and now the restrictions on HOV lanes on I-405 are making congestion on SR 522 and on Juanita Drive unbearable! Kenmore and Bothell need some help!!!! We have gotten NOTHING in any of the previous Sound Transit initiatives (okay, well we have a Sound Transit route on 522). I totally support mass transit and vote in favor of ballot measures. Even though most of it will be completed after I retire, my children will benefit from increased availability of transit and it is so necessary to keep our region moving.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/17/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

**Comment**

Sound Transit Tomorrow

The first thing Sound Transit needs to do is stop trying to get the small cities and towns direction for what to do with parking and transit needs. The tax payers and commuters in the surrounding communities outnumber the residents of the cities and they are the customers you are serving, if you don't serve them you might as well cancel Sound Transit Services. The COMMUTERS, need access to the transit services, not the just the city residents. This includes the ability to get to and from the Transit Centers, and Parking around and at the Transit Centers. The Transit Centers Server the great metropolitan area surrounding the Transit Centers from Lakewood to Everett, to do this they must provide better access and parking at the existing Transit Centers. Stop pussy footing around and get on with Transit, we "commuters" are approving the funding and expect the work to get done and not spend so much money and time studying everything.

The problem is you are serving all Car pool, Bus, and Train riders, you cannot get mass transit to work without these Transit Centers and abundant parking at them for all the commuters from the surrounding areas outside the Cities where the Transit Centers exist.

To serve the tax base who wants to or is using the Transit Services you have to build your requirements based on the commuters needs, not the cities needs. The only way to minimize the community disruption is to build parking and parking garages next to the Transit Centers, the greater you spread parking out the larger the disruption to local residents and businesses in cites, which means the more people you have upset with Sound Transit and the commuters using, commuters which you need to keep the system going. To move forward will require Sound transit to go to the Cities and tell them what will be built and where, the only input you need from the city and its citizens is what style of architecture do they want the structure to present, and what community needs must be addressed to support the commuters, (sidewalks, intersection improvements, signal lights, traffic flow, and street lighting), that need to be upgraded for the increased demands of the commuters utilizing the Transit Centers.

Where do you need to improve or expand transit services; in my view you have a huge amount of growth in Pierce County and those residents needs that are not being addressed. Look at Orting and the Orting Highway, and at Bonney Lake, Buckley, and Enumclaw and Highway 410, and Graham, South Hill Puyallup, Fredrickson and Meridian and Canyon Road. These are areas I have been in during commute times and the volumes are huge and growing and almost nothing is being done to expand the flow and access to Highways and Freeways that provide access to the Transit Centers. Can buses be used, possibly but they require schedules that are in 15 minute intervals during the commute times, (6 AM to 7 PM), and that has not been done and may not be cost effective to do, which leaves you with more capacity to move the traffic faster to get people in out of the surrounding rural areas to the Transit Services. More capacity on the roads,

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synchronized lights, faster speeds on main corridors, carpool lanes, and accesses to freeways and highways improved for more capacity.

My belief is that the South Sound is where the focus should be, but I am betting the growth North of Seattle is just as much as in Pierce County and they may need just as much development and expansion of transit services as Pierce County.

As a Bonney Lake Sumner area resident

Sumner Sound Transit needs and considerations:

As a commuter I would suggest improving the on and off ramps serving Sumner at both Main Street and Valley Avenue so that traffic flows to and from the community and the transit center safely and efficiently. As a business person in the community the restricted parking on the streets of Sumner does not benefit the transit community or the city. It creates a situation where people have to park to far from the park and ride and makes them walk dark streets, bad sidewalks, and poor intersections to get to and from the transit center. Many of the intersections are poorly marked for pedestrian use and visibility is poor for pedestrians and drivers using these intersections. Some improved lighting at intersections and painted cross walks would benefit the community and the Transit services. Some of the intersections need the no parking to the left of the intersection pushed back and additional car length for safe visibility to enter the flow of traffic. Some of the streets in Sumner serve the business community so 2 or 3 hour parking is needed for the business use and business customers. But most of Sumner streets are residential and get little to no use except for the occasional visitor to a resident; so having restricted parking does not help the city residents or community transportation services. I also believe the restricted parking by permit is a violation of the State laws because it is a miss appropriation of public funds and resources for private use and the State Attorney General should be called upon to correct this across the Puget Sound Region. The streets and sidewalks are funded and supported by Federal, State, County and City funds which means the cities cannot allocate those public resources for private use.

For expansion Sound Transit is going to have to utilize eminent domain and acquire the next block East and possibly South, and someday to the North, to expand the parking for the Transit services to Sumner and the greater surrounding area which includes Bonney Lake, Buckley, Enumclaw, Puyallup, and Orting. And at some point a 4 or more story parking structure is going to have to be built to accommodate the commuters from all the surrounding counties and cities. Community leaders need to pay close attention to events like the Seahawk Parade to understand what our transportation needs are going to be in the very near future.



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06/17/2015	Unknown	Not applicable	ST3 Web Form
<i>Zip Code</i>			

***Comment***

Please built the light rail to FEDERAL WAY TC. And please get more metro routes going to federal way tc on the weekend. thank you

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/17/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Your public forums miss some of the currently underserved and under listened to areas, notably, Renton, Kirkland, and Delridge White Center.

Where is your greatest concentration of bus riders? Put listening sessions closer to places they access transit, please.

**Sound Transit 3  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/17/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi there,

Before we starting thinking about far-flung transit. we need to correct / improve upon what we already have. Improved busses + routes - What good id a Ballard to Seattle rail? We need something that connects Seattle and Bellevue that's not on wheels, dudes. One accident, and your schedule is fuct. It's great that there's a main bus that runs from Bellevue to downtown, but once I'm IN downtown, HOW do I get around downtown if I can't walk far (I have a medical condition)? HOW do I get from my house to the Bellevue transit center? Have you studied main routes and concerns that people have re: public transport and worked to fix THOSE issues yet? I take public transit in every city I visit. I only visit cities that have excellent public transportation. Except here. And I live here. Our public transportation system is ancient and complicated, not to mention convoluted.

I would MUCH prefer to hop on a light rail thingy (like the El) in Chicago, since tunnels (subways in NYC, Berlin, LA) are obviously not going to be helpful here in Seattle. Don't get me started on how terrible Broadway is now that it's been decimated. You're ruing valuable space and wasting taxpayer monies by having so many various type of public transport. We need to devote budget to PLANNING light rail. And then stay on track with the plan of building.

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06/17/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello:

My comments are put in more public transportation, high quality and useful. I don't ride the bus and I don't really ride my bike -- only rarely can I.

I'm tired of the lack of parking places and if we want to be a first class city we need the infrastructure. Put it in!

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06/18/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Quite disappointed that survey question 8 does not allow for neutral or negative responses. Violates basic tenant of good survey design by presuming class of answer. Completely irresponsible in publically funded organization. Shame on you Sound Transit.

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06/18/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I just completed your survey, and was thoroughly turned off by what you did not ask. It appears that Sound Transit has a huge blind spot when it comes to the corridor of Lake City Way/Bothell Way, from I-5 to I-405 (Canyon Park/Coal Creek). That particular corridor has a daily vehicle load greater than Aurora Ave.

With the tolling on 520, many people who choose not to pay the toll to cross the bridge, cut across to Bothell Way/Lake City Way via Juanita Drive in Kenmore. The traffic and associated accidents get worse by the month.

I am completely blown away by the lack of County/Regional wide interest in this specific corridor. You keep asking about upgrading all existing routes, but not this one.

Isn't it about time for you to finally look at us? At the least, how about Rapid Ride?

Another point that shows either your lack of knowledge or concern is the fact that you are hosting six open houses. NOT ONE, is remotely close to this important corridor.

A reply with some rationale is in order.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/18/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello,

Thank you for the opportunity to provide feedback via the survey tool on upcoming transit projects and studies.

My one comment is to add one open ended question for people to provide additional input that is not influenced by the question and pre-populated responses. I would like to include feedback that I'd like to see Sound Transit work with the city councils and other stakeholders around helping to make it easy and safe to walk for pedestrians.

For example, in Bellevue along 112th street, the city of Bellevue just invested in planting trees along the road – however – the city planted trees in the middle of the sidewalk. I do not see this as an effective way to invest our tax dollars. In fact, it limits the safe pedestrian walking space – especially as the sidewalks are already narrow on this road and already have cracks due to trees being planted in the middle of the sidewalk. Please consider planting trees to beautify the area – and invest our tax dollars – in spaces meant to help trees thrive and grow and green our communities. Planting a tree just to meet coding standards is a process or standard that needs to be looked at and changed.

I am all for greening our communities and planting trees. However, I am not a supporter of using tax dollars to plant trees in cement and to later have to fund with tax dollars the cracking and destruction of those sidewalks that are meant to provide pedestrians with a safe option of transit.

Please consider prioritizing how our design boards plan for sidewalks.

Thank you for your time and consideration.

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06/18/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

For light rail to be a convenient and an attractive commuting option while the light rail system is being expanded over the next 30 years, ample parking is needed at train stations and bus hubs.



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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/18/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I just visited the survey regarding Transit 3 and found it unsatisfactory. Most questions I marked No Opinion because they were little more than slogans, lacking any quantitative information regarding costs, scheduled completion times, etc. It was also uncomfortable encountering questions phrased in terms of the effect on me personally rather than the effect on the region overall.

The structure of the questionnaire was obviously designed to simplify the tallying of results, giving the illusion of quantitative integrity.

In the entire survey there was no mention of streetcars, which I believe Sound Transit has promoted in the past. Thus, I am using this response to register strong opposition to expending resources on a system that is the opposite of cost effective, which has been demonstrated repeatedly.

Sincerely,

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/18/2015	Unknown	Not applicable	Email

*Zip Code*

***Comment***

Hello,

I just filled out the soundtransit3.org survey, and wanted to provide you with my additional input (which I sincerely hope you have time to read).

I am a 26-year resident of east Ballard, where I own my house.

I am disgusted and fed up with transportation planning and implementation in this city.

I will vote NO on whatever ballot measure you come up with for a November 2016 vote ON PRINCIPLE.

UNLESS you can come up with a decent proposal addressing the important transportation issues of our city.

I encourage all of you to try and get downtown from the north end (Ballard) on any weekday between 3:00 and 7:00 pm.

I encourage all of you to try and get to the north end from downtown to Ballard on any weekday between 3:00 and 7:00 pm.

There are so many problems inherent in this that I'm not even going to try and address them.

EXCEPT here's an example.

Get in a car and try to drive south through downtown on 1st, 2nd, or 5th Avenue between the hours of 3:00 and 7:00 pm.

You too will get caught in gridlock, unable to move.

Why?

First, of course, 2nd Ave. has lost at least one lane to bicycles, and is now down to 2 lanes southbound.

Second, 3rd is closed off to cars during rush hour (which in principle I agree with, except that buses are also free to use 1st and 2nd too, further clogging those streets).

Third, 5th is just a mess, with all the south bound cars trying to get through downtown and onto 15.

WHY? West bound traffic rushes through the downtown intersections, clogging them up and causing the southbound traffic not to be able to move, but instead to be at a complete stand still as the light turns green, then red, then green, then red, ad nauseum, while southbound traffic becomes a non-moving parking lot.

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AND, I rarely go downtown during these rush hour times, but sometimes I have doctor's appointments that I have to attend.

And, boy do I feel sorry for the commuters who have to do this every day.

**BOTTOM LINE:**

What a mess! As a senior citizen, I can't commute on my bike anymore, and I feel that the city is being given over to bikers and bike lanes, a laudable goal, but at the expense (and dare I say discrimination against?) older citizens of this city. It just ain't worth going downtown anymore, and does the city of Seattle really wish to forgo all of the revenue that we, as senior citizens, could certainly spend downtown if we could only get there? And, we have a lot of money to spend, but it won't be in downtown Seattle!

AND FINALLY, AS A BALLARD RESIDENT FOR LO THESE PAST 26 YEARS, I HAVE NOT EVEN ADDRESSED THE DISGUST I, MY FRIENDS AND FAMILY, FEEL, AT THE LACK OF ANY KIND OF A DECENT BALLARD TO DOWNTOWN TRANSIT PLAN. AT THIS POINT, IT'S TOO LITTLE, AND MUCH TOO LATE. WE EVEN VOTED YES ON THE RECENT MONORAIL PLAN NOT BECAUSE WE SUPPORTED IT, BUT BECAUSE WE ARE SO DISGUSTED.

So, no I won't be voting yes on any transit plan you come up with for 2016, unless it for once intelligently addresses the realities of the awful traffic and transportation in this city!

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/16/2015	Unknown	Not applicable	Mail
<i>Zip Code</i>			

***Comment***

[Please see attached letter.]

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/17/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

i am deaf full blind passanger i did ask interpreter to serch  
surey at ther internet week ago but we cannot find any surey  
where is sound transt 3 plan phase surey at ther internet

**Sound Transit 3  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/12/2015	Unknown	Not applicable	Mail
<i>Zip Code</i>			

***Comment***

It seems obvious to me that extension of light rail to Everett, Tacoma and Redmond should be the next steps for Sound Transit. Those three lines are the backbones - the main arteries - of rapid transit.

The last thing we should do (and something we should probably never do) is build a tunnel or bridge to Ballard. A tunnel or bridge to Ballard would be extremely expensive. This money would be better spent to do so much more.

Ballard should be connected to the light rail at Northgate. An expensive tunnel or bridge would be totally avoided, and wide areas of northwest and north Seattle (Aurora, Greenwood, and Fremont) could be served.

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06/16/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

[Jacob noted at a public meeting that he could not access the ST3 survey]

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Greetings,

I am not in support of an elevated rail at the Northgate station or north of the Northgate station. I am not in support of a station at 130th in North seattle and I feel strongly that the station at 145th will be sufficient for this area.

Rail service that is tunneled would be helpful. I have lived in this area for 47 years and rode King County Metro for 22 years to commute to work. Service on buses is so crowded the result is road rage on buses everyday, five days a week, 52 weeks of the year. I typically get to sit in a seat 2 times a month. It's painful for me to stand for 15 minutes. Everyday is a challenge.

Please do not use elevated rails JD adversely affect middle income family property values with noisy elevated light rails through these modest neighborhoods thinking that will fix the problem. Most of Seattle gets a tunnel for their rail service and North Seattle should too! The noise from cars that we already have AND the future light rail will adversely affect middle income property owners. This will only hurt a lot of people in what is their largest investment. Please! No elevated rails in your plans for the Lynnwood Extension!!! And, we do not need a station at 130th!!!

Sincerely,

T Divin



**Sound Transit 3  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

You MUST pressure Metro to retain east-west bus routes in Seattle. We are now beginning to get reliable mass transit (not slowed by city street congestion) in the North South direction only. You can't do that only. To get to the stations, one needs to use a bus if one is elderly, or has luggage. Please keep the East-West bus routes (e.g., Route 25, which is scheduled to be deleted by Metro), and provide more as you move people N-S on the rapid transit lines.

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Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I am 88 years old. I still drive, carefully. I would give up my license if I could go anywhere I want/need to go if a bus or lite rail were available. I do not want to be one of those dangerous “older drivers” some would like to “get off the streets.” The fact that we would rather not/should not drive does not mean that we have lost interest in life! I NEED to get to routine medical appointments which are not served by public transit, so I drive. By choice I do not drive after dark, which is very limiting. I would LIKE to go to films, plays, concerts, events, restaurants if I could get there by public transit. I would spend a LOT more money on the above! Do businesses realize what they are losing when people like me cannot easily get to them? I have been to cities where I could go out every night, safely and conveniently. Why can I not do that in Tacoma?.....I can get to Seattle by bus, in the daytime. That rules out symphonies, theater, etc. in the evenings. I would like to go to Olympia on occasion (used to live there); we need a transit system which goes from our largest city to our state capitol with a few stops, including Tacoma, in between. It is embarrassing to lack this: no European country would tolerate it. Thank you, Bernice L. Youtz bly1926@hotmail.com

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Subject: [none]

It is very difficult to support any of your plans for expansion when you miss out on including two of the largest cities in the entire state (Renton and Kent). Plus the corridor that leads out to Maple Valley. One bus stop and ramp is the only planned project? It is very hard to get on board and increase my taxes for this effort.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Subject: Route 595

When are we going to see some transparency and a real, truthful answer as to why some Route 595 Southbound transits use the smaller coaches rather than the larger MCI-type busses? There are as many as six patrons who have to stand daily on the second run between Seattle and TCC – not fun, and certainly not what we pay our \$3.50 fare for. A decent answer would be appreciated; including what is different now versus six month ago when the larger bus was used.

Thank you.

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email

*Zip Code*

**Comment**

[Series of emails sent from David to Customer Service, and then to ST3 inbox]

[First email:]

Good morning,

Reviewing the multitude of alert texts sent from Sound Transit (ST) re: Sounder train issues over the last year, it is abundantly clear that your agency needs to take a serious look at the multiple failures experienced by all ST riders. Most of us can no longer utilize your train service due to ST's inability to maintain any level of published scheduling. Additionally, your capacity on the buses from Lakewood and/or Tacoma to Seattle (ST Express 590/594) have been maxed out to "standing room only" on the return PM commute and the AM commute is not that much better. Before I reach out to the United States Coast Guard's Transportation POC, we would all like to know what *\*exactly\** ST is doing to mitigate these consistent failures. The lack of transparency and proactive response/resolution to these issues is unacceptable.

Please advise.

Respectfully,

David J. Blankenship

[Response from Customer Service:]

David

Thank you for contacting Sound Transit in regards to the recent mechanical issues we have been experiencing on the Sounder commuter trains. We understand your concerns, and apologize for the frustration and inconvenience these delays and cancellations have caused you.

Sound Transit is presently undergoing an overhaul program for our locomotive fleet. We will continue to overhaul our older locomotives, which have been in service for 15 years. Sound Transit continues to ensure that these maintenance issues we have been seeing will be mitigated in the upcoming overhaul process.

I understand how frustrating these issues have been. We take pride in providing timely and safe service for our commuters. With that said, we understand that the service as of late has not been as consistent and we are continuing to work on improving this. I will make sure that your comments are forwarded to our Sounder Operations team for review.

Please let me know if I can answer additional questions or be of further assistance, and thank you for riding Sound Transit.

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Thank you,

Jon Highland

Sound Transit Customer Service

[Email forwarded from David to ST3 inbox:]

Good afternoon,

Your response below to the subject email should be entered and considered when you start listing your \*priorities\* for the future Sound Transit 3 ballot measure.

Thanks,

David

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06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I JUST TOOK YOUR SURVEY. I LIVE IN LAKEWOOD CALIFORNIA BUT I WAS BORN IN SEATTLE. I LIVED THERE FROM MAY 1950 TO AUGUST 1964 & I COME BACK EVERY YEAR. PART OF YOUR SURVEY I COULDN'T GIVE OPINIONS ON CUS I'M NOT FAMILIAR WITH CERTAIN STREETS & CITIES OUTSIDE OF SEATTLE. BUT I DO DRIVE WHEN I'M IN SEATTLE. BUT I DID THE BEST I COULD ON YOUR SURVEY. MICHAEL OBRIEN 562 544-7748

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06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Please remove my # 310-489-6697 from your alert system. This is my 3rd request.



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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

One thing not covered in the survey that seems to be a problem in some areas is local bus services do not align their time times with the Sounder.

A great example is Puyallup and Pierce Transit, there is only one bus that waits for the train (495).

In the PM there is a local bus the 425 which runs every 30 minutes, and will make its stop at the Puyallup Sounder station just minutes a few before the train arrives, or at the same time the train is due, but because the PM Sounder is often 5 minutes behind by the time it reaches Puyallup you miss this bus, or at best, get to watch it passing over the level crossing behind the train and not wait for anyone.

There is also the 402 bus, only once an hour, only convenient if you reach Puyallup on the 5.32 train, often its 15 to 20 minutes late from Federal way.

Having Sounder is great, It gets you a long way in a short time, but what really lets it down for many people is the connecting bus services, my 2 mile trip home from Puyallup Sounder can take 30 to 45 minutes from the train station using either 402, 425 or 495, it should take 10, I can drive it in 5.

House prices are getting too high for the average person in King and Snohomish, commuting further and faster will help, Sounder SB is almost a functional example of this (King St to Puyallup in 40/45 minutes) provided the bus timetables don't work against you. Even better would be express trains that make their first stop at Auburn or Sumner and all stops after that and a bus service that can get you 2 or 3 miles in 10 to 15 minutes from the train. That would really open things up for Seattle, and its booming tech economy.

Aside to this, something I've seen done in other countries where new rail is too expensive, they build dedicated /elevated express bus lanes that are clear of other traffic and roads, which are point to point between transit centers.

Lonney Harper

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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Why does Sound Transit focus on expensive light rail projects instead of isolated BRT extensions?

The ST3 survey included a question about why expanding the regional transit system was important; while the question gave an option comparing the throughput of a light rail system compared to a congested freeway lane, completely missing was a comparison of light rail versus isolated BRT throughput.

Public transit has been my primary mode of transportation since I was a child, so I have rode on many light rail and commuter rail systems in my life. Rail systems have downtime and breakdowns just like any other system and are much less forgiving than bus systems; rail systems are also considerably more expensive, forcing a reduction of scope of the regional transportation system to save costs. For these reasons, I am frustrated by Sound Transit's seemingly single-minded focus on light rail.

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06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi there,

I just wanted to ask if the schedule for the Everett-Seattle sounder train will be expanded anytime soon. I used to take the train to work and back (Everett - Seattle) but the limited evening hours forced me to go back to driving. I would really rather not drive but if I take the bus, I end up standing for over an hour on the bus (after a 10 hour day, standing on a bus for for an hour sucks a lot) and I don't get all my hours in at work if I take the train, which frustrates me.

Anyways - mostly curious but I'd also like to say that I would be in favor of expanding the sounder train.

Thank you,

Candice Church

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I've ridden the ST 535 bus from the Juanita Brickyard Park & Ride to Bellevue both ways for four years plus as my primary means of transportation to and from work. Since the 160th onramp heading north on I405 has been closed for reconstruction and the buses have been re-routed to drop off and pick up in the P&R parking lot versus the stop on the entrance to the onramp, the rider population to and from downtown Bellevue has increased significantly over time. I believe that not only is it because of convenience, but more importantly because the overpass walk to the P & R is extremely dangerous (especially during dark rainy or sunny glaring early evening hours). As the cars exit off of I 405 for a free right turn, the pedestrians crossing to go to the P & R are difficult to see as they enter the crosswalk. I've spoken with several riders over the last year and although many have had to adjust to a full parking lot and more often than not, standing room only on the buses, most would rather have these challenges than have to contend with the long and dangerous walk to the P &R.

I am hopeful the buses will continue to drop the riders in the P & R when the 160th north onramp is reopened upon completion.

Kind regards,

Sheryl Calmus

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

**Comment**

Hello,

Firstly, please consider promoting the term for your rail transit from "light-rail", which implies slow-moving, at-grade, centered streetcar-like rail, to "heavy rail" transit. "Light-rail" was a great gimmick for tempting voters to approve an inexpensive-sounding project... however, Seattle is rapidly soaring into one of the nation's Top 10 metropolitan regions at over 4 million residents, possibly 5 million in just 15 to 25 more years. It is time for city of this size to be given world-class heavy rail transit with continuous chains of multi-carriage-long trains travelling at 70-80 mph because stations regionally.

Secondly, Bus Rapid Transit is a failed attempt at creating "cheap light-rail". Please end your continued study of this wasteful mode of transit. Buses are no good if they are sitting in traffic. Please invest your money in grade-separated heavy rail transit.

Third, expand and improve King Street Station to become a central rail station like all European and East Coast large cities. When Sounder commuter trains are awarded their own electrified double-tracked right-of-way from Olympia to Everett, King Street Station will be the busiest transit hub in the Pacific Northwest. There will be a need for underground pedestrian access from King Street Station to International District Station, First Hill Streetcar, Washington State Ferries, and regional express buses like Greyhound, BOLT, Bell-Air, Sound Transit, Community Transit, etc. (as light-rail... oops, heavy rail... will replace most Seattle-bound regional buses that exist today, but there will still be enough in the future for a large terminus bus depot adjacent to King Street Station).

Also, Sea-Tac Airport needs direct light-rail service from King Street Station. It takes 40 minutes to take light-rail from Downtown - that's enough to make someone late for a flight if they don't plan ahead. Please study the possibility of a newly designed train hybrid that leaves King Street Station powered only by battery, then travels through Duwamish Valley to the future Boeing Access Road station, where it then travels on the Central Link light rail corridor, electrified and recharging, until Sea-Tac airport. This would cut travel time in half.

Sound Transit 3 must include:

1. Ballard-UDistrict subway line. Study possible extension to Magnuson Park for the future North Lake Washington crossing to Juanita-Kirkland/TotemLake, before continuing south through Bellevue, Bellevue College and Issaquah.
2. West Downtown Seattle Transit Tunnel from Interbay through Belltown to Pioneer Square if, and only if, Downtown-WestSeattle line is included.
3. WestSeattle-Downtown grade-separated corridor, either underground, or sunken trench/elevated hybrid. Grade-separation is absolutely necessary, always, non-negotiable.
4. Extensions south through Tacoma to Tacoma Mall, north to North Everett via Paine Field and Boeing offices, east to Remond.
5. Eastside Rail Corridor express double-tracked rail from Woodinville to Kent. Remove any consideration of BRT and invest only in rail.

**Sound Transit 3  
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6. If any additional funds remain, invest in weekend and all-day South Sounder service to Lakewood, particularly if light-rail failed to reach Tacoma in ST3 for financial reasons.

Thank you, Sound Transit, for reading my suggestions.

Sincerely,

Andrew Stephenson

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I want to be a big supporter of light rail, but the current Sound Transit planning leaves me cold. It would be nice to be able to take a bus or drive to Renton and take a reliable train to Bellevue or elsewhere where I could transfer to other trains going to downtown and elsewhere. The areas by the train stations will see improvements in shopping and an increase in property values. A right of way for a train from Renton to Bellevue (and on to Bothel) exists, yet the governing body of Sound Transit chooses to ignore this right of way and instead provide unreliable bus service on the east side. To provide this service, the plan is to close the carpool lines that I often use with my wife, and replace them with carpool lanes that I cannot use unless I wish to (significantly) add to my taxes via "hot Lane fees". In other words, I am asked to support (via increased taxation) transit for the rest of Seattle, and get little/nothing in return. Try again.

I notice that the Board of directors for Sound Transit has few east side members, and none from the Renton area. Perhaps a change in the board is needed.

**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hello,

In your list of meeting locations it shows “Union Station” for both Everett and Federal Way.



**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/04/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Do you really think that average citizens have any idea what "BRT" and "infill" mean?  
Unintelligible jargon makes your survey efforts somewhat useless.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Seriously, it is 2015, how do you NOT have an option for more than one race?!?!?! I mean I love and respect that you have a gender neutral option, but choose ONE race?!?!?! WTF

Sincerely and passionately,

Phoebe Agena

**Sound Transit 3  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Apart from the myriad of details and hard work that is part of every decision made by sound transit, my only negative thought has to do with a general bias towards Sound Transport emphasizing development of light rail with Seattle as a priority area and/or central focus. If we think in the spirit of equitable transportation development of the Puget Sound, we will provide equal attention to all areas. Running a major line that links all major population centers and business areas is a priorities for me. Researching and/or developing one line to major cities while at the same time considering multiple routes within Seattle city limits is not equitable development.

Before we get to addressing inner city development, within any particular part of the overall geography involved we should develop inter city connections between all the major population centers. Developing a star pattern of routes leading to and from suburban centers and downtown Seattle is very short sighted and I believe a misuse of power and influence by the who are living in and/or biased towards keeping Seattle as the central focus for any and all transportation development.

I wish for an approach that enhances all areas of the Puget Sound in an equitable manner and that maximizes our chances for having a truly 1st class "regional" transportation system that is available and useful for all citizens in the Puget Sound, no matter where they live, work and recreate.

**Sound Transit 3  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I did not have a clue as to what most of the questions meant (and I'm a graduate school graduate).

There were questions you didn't ask, such as: Does it make sense to replace perfectly good buses with zillion-dollar trains that don't have the same flexibility?

**Sound Transit 3  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Morning,

I haven't found any discussion addressing "the bubble" between Lynnwood and Everett. Is this the potential of going to Paine Field?

Looking forward to your response,

Terry

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I applaud your efforts to thoroughly study future transit expansion but we need to move FASTER.

The first Sound Move was passed in 1996 and we only have one light rail route so far. We need more and we need it NOW.

We have waited far too long for the opposite commute HOV lane on I-90 that was to be a part of the original Sound Move project.

How has Portland managed to get their system so extensive in what appears to be a shorter amount of time?

Sincerely,

Sharon Falkner

**Sound Transit 3  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I am grateful for the additional service on game days for the Seahawks and some Mariner /Sounder games. Please consider running the train at additional times on the weekend both directions. This could help decrease the congestion on the ferry and issues of no parking at Mukilteo so people could travel both directions to and from Whidbey Island. Thank you.

**Sound Transit 3  
Draft Priority Projects  
Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

[Email originally sent to Customer Service, and forwarded by Elizabeth Anderson to ST3 inbox]

Dear Sir,

The Lynnwood Park and ride needs about five times the present capacity ; then in 8 years when the light rail gets there , it should be usable.



**Sound Transit 3  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I am a ardent supporter of light rail expansion to all population centers but one suggestion I would like to make is please, if at all possible, use existing street level right of ways for light rail as the Portland Area does. The tunnel/elevated routes add to the cost where used and then limit how far you can lay track.

We absolutely need light rail to North Everett, Lakewood in Pierce County and to at least Redmond via Bellevue to have an effective alternative to cars/buses, which are subject to traffic jams and pollute our atmosphere. When I travel to other cities and ride their awesome light/heavy rail systems, I am embarrassed to see what little we have in the Seattle area. We will never be a world class metro area until this happens.

Thank you for your efforts on the public's behalf!

Bob Durham

**Sound Transit 3  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

The most important question not asked in the survey is “what is the most important item in your supporting further funding of Sound Transit?”

The answer is COMPLETE THE STEM! The Stem is the essential component to my continued support of this system. We, in North King and South Snohomish Counties, have watched the vigor with which the project has been pushed in Seattle and South King County, and generally agree that it was appropriate, as the links between Sea Tac and Northgate are essential. Now, however, it appears that attention and enthusiasm for completing the link to Everett is waning as political pressure in King County demands spur lines to other high population locations. I, and many of my friends and neighbors, as well as business and political leaders I know, will actively oppose any voter initiative that does not include completing the Stem, especially the link to Everett via Paine Field as its highest priority. The STEM was promised when we first voted for Sound Transit, it is essential that it be completed before other initiatives are pursued.

**Sound Transit 3  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

In reading ST3's current plans and direction, a few things stood out to me as disturbing. There is a large focus on "infill" adding more Link stops at places already served by Link, and on Downtown/Ballard/U District rail connections. This entire trend is not supportive of the needs of transit in this region. We need more rail with fewer stops. For example, there should be no stops on Link's north end between the UW and Northgate, yet not only will there be one at 65th but ST3 plans for a second stop near Northgate. There are plans for stops at Kent-Des Moines and 272nd on the South end, when there should be no stops between Sea-Tac Airport and 320th. The route as it is designed already has too many stops. People do not take Link from Seattle to Sea-Tac because of how poorly designed the system is, instead deciding to take the 594 and other express routes that stop there on their way further south. Ballard and the UW are literally only two miles apart. Nobody should ever think about linking them by rail. The distance is simply too short for it to have any positive effect on overall transit.

Also listed in the design plans was a suggestion for a line from Totem Lake to Issaquah, connecting them to Bellevue. This would be a huge mistake. Issaquah transit needs to be going across I-90 quickly, and funneling that traffic through Bellevue is a non-starter. The length of that detour is simply unacceptable. Even with a light rail addition, the problem is the simple expectation that Issaquah traffic should be going to Bellevue instead of straight to Seattle. Perhaps if the light rail to Bellevue had been designed a bit more intelligently, with a stop at Eastgate, then there would be a transfer point that makes sense. But that would have required more intelligent planning long ago.

Basically, we need transit in this region. Desperately. But ST, as it stands, actively seeks to destroy transit in this region. The ideas being presented by your organization by and large aren't just bad, but downright destructive. Please start looking into transit in this region in a way that is productive to our region and communities. Link light rail absolutely destroyed transit in Sea-Tac. It is looking to do the same with transit in Capitol Hill and the UW with the unacceptable alteration of lines like the 43 and 71-3. How much more will the region bear before ST's hostility to the community results in the community becoming hostile to ST?

Thank you for your time,

Aaron Johnson

**Sound Transit 3  
Draft Priority Projects  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi,

I just took the ST "tomorrow" survey. The question section that asks to prioritize top 3 important proposals did not work - I selected my top 3 but the 'bottons' did not "take".

**Sound Transit 3  
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Comments Received (Corridor not specified/outside of ST District)**

<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	ST3 Web Form

***Zip Code***

97266

***Comment***

I think that a diesel light rail line (for lack of a better word) between Tacoma and DuPont needs to be part of the set of lines being examined.

This line will be completely rebuilt for passenger service as part of Amtrak service upgrades. The existing bus service suffers a lot due to traffic congestion, and due to traffic congestion nobody want to take the bus. The line could be a good core route for connecting buses.

Stadler "diesel light rail" vehicles are available with an 87 mph gearing, so that as the line gets upgraded the speed of the service could be upgraded.

In Europe, such services would be a single operator just like a bus or light rail car. I don't know if it is possible to convince the FRA to allow this, but the line will have PTC signals after the upgrades are done, so it isn't as if eliminating the conductor will eliminate any risks.

PTC signals should also allow the use of off the shelf Stadler equipment, just like Caltrain in California is allowed to use.

**Sound Transit 3  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Please extend the light rail service to Tacoma, which already has a train system that can connect to Portland, and where housing is still affordable for many.

**Sound Transit 3  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

I use the Sounder train during the work week to get to and from work. My office is within blocks of the train station so it is convenient for me. (Parking at the Auburn Station has been sorely lacking for years.) Later trips would allow me to dine or shop after work. As much as I enjoy the train, it is not useful for my weekend use, other than Seahawk games. I and my friends would like to go to Seattle on the weekends for music, restaurants, breweries, shows, parks, etc. The distance and congestion are bad enough. Buses are out of the question. Trains would be okay for downtown access. However, we still need to drive to most places. There is still a need for highways and PARKING, PARKING, PARKING.

**Sound Transit 3  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email

*Zip Code*

***Comment***

I rejoiced the day BART opened! Years of planning and lost of agonizing about the cost and whether we needed it or not, San Mateo and Santa Clara counties not opting into the system, who would have really made it complete. Replace San Francisco Bay with Lake Washington, get the picture.

HOV Lanes, Buses, are merely stopgap measures. We need a comprehensive light rail line with it's own separate right of way to solve our commuter congestion. The system needs to be integrated with local transit so that nearly everyone can catch a bus to the transit(train) station and then get off and catch one more to their final destination. Busses feed to transit stations, and with as few transfers as possible.

Yes it will cost a bundle, yes we need it. A system that serves commuters as well as casual travellers!

While we are on the subject Freeway Construction. Projects seem to take forever to complete which further snarls traffic (see interstate 5 SR 16 Tacoma projects). The lowest bidder isn't necessarily the best contractor to choose. The one who can get it done faster, BUT RIGHT, is the one to choose. I would rather have a full three months of congestion and have all the overpasses and widening projects done, than doing them one by one and taking three years of on and off again congestion. I commuted to Greenlake from Tacoma in the 80's and remember the reconstruction of the I5 roadbed through downtown seattle. Arranged to work 4 10 hour days to eliminate one day of commute and put my hours off either end of the heaviest commute traffic. Worked like a charm!

A well designed transit system should make it possible for most persons to find a transit alternative the gets one from Tacoma to a Seattle destination in 2 hours or less to be viable. The only way to get that is a fast train on dedicated right of way between Tacoma and Seattle.



**Sound Transit 3  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Madames et Monsieurs,

I am strongly in favor of the resurrecting the light rail Boeing Access Station. The surrounding area is somewhat of a dead-zone transit-wise and a light rail station would be a welcome addition. For me it would be the closest and quickest means of public transport. Otherwise, my address is served by only one close Metro bus route and it takes 1h 15m for me to get to work that is only 7 miles away so I drive instead. Access to light rail would provide a more reasonable option for me and a compelling reason not to drive.

Thanks you.

**Sound Transit 3  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Link light rail really needs to be extended to the South Sound!! You could eliminate so many traffic headaches if you were able to ride light rail from Tacoma, or Olympia all the way to Sea-Tac Airport. From there it would be an easy transfer to the next light rail train to get into downtown Seattle. Traffic near the Tacoma Dome is a headache on a daily basis, and something needs to be done!! All these light rail projects need to benefit people in Thurston & Pierce Counties as well....not just those in King County!!

**Sound Transit 3  
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06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Very excited to hear this back under discussion. This station is critical to our neighborhood of Allentown. I strongly support getting the Link station built and am very excited that both a sounder transfer and a P&R option are being discusses. I support them all, along with a commercial rezoning for the immediate area around the north end of Interurban and Boeing Access rd.

Please fight for this critical project!

Thanks,

Brian

**Sound Transit 3  
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06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

If it is going to be a while till expansion projects are done, let's expand sounder service. Midday and late evening Seattle -Tacoma service ( after Mariner games or evening in Seattle!) The traffic going to games etc is terrible and the cost of parking is crazy high! If you want Tacoma to support the future expansion, we need help ASAP. (And by the way, busses areNOT the answer as not reliable commute time , direct service or as nice to ride as Sounder or in future light rail.). You can do expanded and more frequent Sounder service now without building anything. This will make Tacoma happy and get lots of cars off the road!

**Sound Transit 3  
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<i>Comment Date</i>	<i>Name</i>	<i>Organization</i>	<i>Comment Source</i>
06/05/2015	Unknown	Not applicable	Email
<i>Zip Code</i>			

***Comment***

Hi --

I took the survey about ST3 but found it a little confusing, since it asked for my opinion about two or three things at once -- a route, as well as which road the rail might follow and whether the rail would be at grade or elevated.

In future surveys, it would be helpful to separate these issues out.

Thanks!