

Individuals

Letter FW001

Huxtable, Brandon

Page 1

From: [Brandon Huxtable](#)
To: [FWLE](#)
Subject: Midway Options Comment
Date: Wednesday, April 08, 2015 4:58:05 PM

11-1 [One problem I have is there's no easy way to walk from Highline CC to Military Road without having to walk to Kent/Des Moines Road or 260th. If you set up a station near Highline, I would like it closer to I-5 and a bridge to walk to Military Road. Is that possible?

Response to Comment I1-1

Station access improvements, both transit and non-motorized, are described in Chapters 2 and 3 of the Final EIS. A bridge across S 240th Street is not proposed as part of the FWLE.

Response to Comment I2-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: birdmari@box020.hobbs.com
To: [FW-E](#)
Subject: Comment - ST Federal Way Link Extension
Date: Friday, April 10, 2015 8:34:15 PM

From: Michael Hobbs <birdmarymoor@frontier.com>

Message Body:

SR 99 Comment: I definitely think Light Rail should go down SR-99. Contrary to what the City of Des Moines claims, it will stimulate economic growth along that corridor. Putting the Light Rail along I-5 would mean, essentially, that Des Moines would not get service. This is terribly short-sighted thinking on the part of Des Moines. Yes, there will be short-term disruptions. But Light Rail down SR-99 will trigger tremendous growth in the coming years, as well as providing significant short-distance ridership. AND allowing Des Moines residents to easily use Light Rail for commuting.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Michael Hobbs
Address: 13506 NE 66th St
City: Kirkland
State: Washington
Zipcode: 98033

Email: birdmarymoor@frontier.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I fairly regularly visit retail and restaurant establishments along SR-99 in Des Moines.

20

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Letter FW003

Anonymous

Page 1

From: ur-hsi@txs920.bluehost.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Friday, April 10, 2015 8:02:57 PM

From: No No <ehodne@msn.com>

Message Body:
SR 99 Comment: Best alternative

I-5 Comment: 2nd best alternative

13-1 SR 99 to I-5 Comment: Tied for 3rd best alternative

I-5 to SR 99 Comment: Tied for 3rd best alternative

Environmental Comment: Seems the SR 99 route would have by far the smallest environmental impact as it would be almost exclusively in an existing high capacity transportation right of way.

13-2 Other Comment: Maximizing ridership and accessibility should be the highest weighted factors.

Name: No No
Address: No
City: No
State: No
Zipcode: No

Email: ehodne@msn.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Transit, mobility and livability interested.

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Response to Comment 13-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 13-2

Ridership and accessibility were factors considered by the Sound Transit Board in identifying the Preferred Alternative. The Board will also consider ridership in selecting the project to build. Sound Transit modified the Preferred Kent/Des Moines Station location to have access and projected ridership similar to the SR 99 Alternative.

Letter FW004

Brooks, Walter

Page 1

From: urrdig@box920.hushom.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Friday, April 10, 2015 5:45:12 PM

From: Walter Brooks <skoorb62@comcast.net>

Message Body:

14-1 SR 99 Comment: I would recommend that there only be one station between the airport area and the Federal Way transit center to shorten the time along the route. On the other hand if development such as has occurred along MLK is likely then more stops would be worthwhile. The route should be along Hiway 99 exclusively except where it goes to the FW Transit center. The current A bus route can manage the local ridership. A second major parking garage is needed now and does not need to wait for construction of the light rail line. If there is a single stop between the airport and FW it should be at Highline Community College. If there is to be development of an education center on the current Weyco property then stop should be allowed for near the existing hqtrs building.

14-2 I-5 Comment: There is no point in running the line along I-5 since there is very limited access to businesses along any such route. Parking is currently a major issue in the present system around the airport area and FW transit ctr.

14-3 SR 99 to I-5 Comment: any such path would make the light rail path inaccessible to Highline College and any possible development along HWY 99

I-5 to SR 99 Comment:

14-4 Environmental Comment: The impact along Hiway 99 is minimal and would in fact encourage increased business development. The current light rail route in south Seattle near MLK demonstrates the positive development of using HWY 99.

14-5 Other Comment: I believe that Sound Transit's timing decisions are outrageous. Anyone who has to travel to FW is constantly tied up in heavy traffic. The ST decisions are strangling the development of Federal Way. ST has added significantly to the impact of global environmental change by failing to appeal for greater funding for public transit using electrically powered trains and buses. It is time for ST to build solar power stations in eastern WA. Our current hydro-power dams will start feeling the impact of our drier weather in the near future. My view of the public need for transportation is urgent and it would be advisable to seek Federal funding immediately. My personal preference is to create a state wide public transit agency and merge ST, Metro and other local agencies into that structure.

Name: Walter Brooks
Address: 29814 11th Ave SW
City: Federal Way
State: WA
Zipcode: 98023-8210

Email: skoorb62@comcast.net

I live nearby. If so, where?: 5 miles from FW transit center which mostly overflowing on to local streets.

I work in the project area. If so, where?: Retired

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I believe Sound Transit's current views on public transit are antiquated and do not meet public needs

Response to Comment I4-1

All FWLE alternatives include two stations between the Angle Lake Station and the Federal Way Transit Center, including one at Highline College. Both the Kent/Des Moines and Federal Way Transit Center stations are in areas where transit-oriented development (TOD) is planned for by local governments. There are currently no plans to provide service to the Weyerhaeuser property on the east side of I-5.

Response to Comment I4-2

Please see responses to Common Comments 1 and 5 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I4-3

All FWLE alternatives would have a Kent/Des Moines Station that would provide access to Highline College. Please see Chapter 2, Alternatives Considered, for a description of all the alternatives.

Response to Comment I4-4

Please see response to Common Comment 1.

Response to Comment I4-5

Please see response to Common Comment 10.

Response to Comment I4-6

Please see response to Common Comment 10. Sound Transit is evaluating the potential for federal funding for the FWLE. As described in Section 2.5.1, Project Funding, additional funding sources could include Federal Transit Administration (FTA) grants. Energy needs to operate the FWLE and the fuel source mix of the energy supplier in the study area are described in Section 4.10, Energy Impacts.

Letter FW005

Walter, Christopher

Page 1

Response to Comment I5-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: christian@fox920.blogspot.com
To: [FWLE](#)
Subject: Comment - ST Federal Way Link Extension
Date: Friday, April 10, 2015 5:05:32 PM

From: christopher walter <>

Message Body:

I5-1 SR 99 Comment: The whole point of Light Rail is to link communities together and expand the potential for TOD so we can accommodate the population growth that is coming. This option seems to provide the best options to do that.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: christopher walter
Address: 4833 s holden st
City: seattle
State: wa
Zipcode: 98118

Email:

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

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Letter FW006

Pines, Roger

Page 1

Response to Comment I6-1

No comments provided.

From: rodipini@sox8201.hushmail.com
To: [FW06](#)
Subject: Comment - ST Federal Way Link Extension
Date: Friday, April 10, 2015 4:46:21 PM

From: Roger Pines <rogerjpines@msn.com>

Message Body:

SR 99 Comment:

I-5 Comment: No comment at this time.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment: No comment at this time.

Environmental Comment:

Other Comment:

Name: Roger Pines
Address: 22700 30th Ave. S. Unit A206
City: Des Moines
State: WA
Zipcode: 98198-7243

Email: rogerjpines@msn.com

I live nearby. If so, where?: I live at Newport Village Condominiums.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

...
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Letter FW007

Clark, Justin

Page 1

Response to Comment 17-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: jrcdidi@cox920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Friday, April 10, 2015 3:46:50 PM

From: Justin Clark <>

Message Body:

SR 99 Comment: This is my favorite option. Based on most of the options, it seems like it carries a great amount of people, but it also is closer to a more dense area. I like the idea of having rail near businesses, the college, and eventually running to the mall, as these are destinations for people, as opposed to having stations and alignment along I-5, where there are no destinations and you still have to get in another mode of transport to get where you're going.

17-1 I-5 Comment: I don't like the idea of having rail continue along the interstate for a long period of time when there are no "destinations" near the stations. Also, there isn't a lot of density near the interstate, so all users MUST either drive or bus to the station.

SR 99 to I-5 Comment: better than the I-5 all, but doesn't match the SR99.

I-5 to SR 99 Comment: better than the I-5 all, but doesn't match the SR99.

Environmental Comment:

Other Comment:

Name: Justin Clark
Address: 999 3rd ave
City: seattle
State: wa
Zipcode: 98144

Email:

I live nearby. If so, where?: I live in seattle near the mt baker station, but have family in kent, seatac, and auburn, so I would plan to use the rail to see them

I work in the project area. If so, where?: seatac

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I work in Seatac and have family in Kent, seatac and auburn

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Letter FW008

Schuler, Eric

Page 1

From: uridm1@cox920.bluehost.com
To: [FWLE](#)
Subject: Comment - ST Federal Way Link Extension
Date: Friday, April 10, 2015, 3:04:45 PM

From: Eric Schuler <eric.schuler@gmail.com>

Message Body:
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

18-1 [Other Comment: Travel time and cost above all else, please. It would appear that I-5 alternative is both the fastest and the least expensive. At 12 minutes on top of 40 from Angle Lake to Downtown, this is already slower than the existing 577 bus service from FWTC. What really needs to happen is finding a way for express service from the Airport to Downtown - preferably bypassing all of the at-grade line through south seattle and the Beacon Hill tunnel.] 18-2

18-3 [No matter what the choice, PARKING is critical. Nobody in Federal Way walks.

Name: Eric Schuler
Address: 31820 53rd Pl S
City: Auburn
State: Washington
Zipcode: 98001

Email: eric.schuler@gmail.com

I live nearby. If so, where?: West Hill Auburn

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I commute from FWTC to Downtown Seattle daily.

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Response to Comment 18-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS

Response to Comment 18-2

Express service as suggested here is not part of this project and is not proposed by Sound Transit at this time. Please see the project Purpose and Need described in Chapter 1 of the Final EIS.

Response to Comment 18-3

Please see response to Common Comment 5.

Letter FW009

Stephenson, Andrew

Page 1

From: urrlhqi@cox920.bluehost.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Friday, April 10, 2015 12:28:37 PM

From: Andrew Stephenson <amstephenson93@gmail.com>

Message Body:

SR 99 Comment: This is a far better alternative than I-5, apples and oranges actually. I-5 alignment is for drivers to park their car and ride, but it is a disservice for residents living nearby. Building the rail line along SR 99 allows for tremendous TOD potential, huge space for future additional parallel rail lines for "express trains" between Tacoma, Sea-Tac and Seattle, and SR 99 is far slower than I-5 guaranteeing drivers will be passed by the train regularly, probably them wishing they were sitting on the train than at a red traffic light.

That said, I would rather the rail line be as far from the road as possible even if it could tempt drivers to convert. Maximize usage of the utility lines to run the train in trenches at the highest possible speeds. By having stations in trenches, it also keeps pedestrians off the road. Pedestrians can enter pedestrian tunnels to reach the underground station from every direction. The more people running across the road to make their train, the more fatalities there will be.

Keep the rail near I-99 in trenches and away from the road as much as possible.

19-1 I-5 Comment: Foolish to even consider putting heavy rail along a freeway. People do not live on the Freeway, and no one likes living near the freeway. If the rail line cannot be built right, build it along the SR 99 corridor as far as funding allows. Do not make the same mistake that Sound Transit is making between Northgate and Lynnwood. Please build this rail line for those that can walk, bike and take transit to the station. Do NOT build this rail line for drivers - driving is declining not just for the Millennial Generation, but for Baby Boomers and younger generations alike.

Avoid I-5 at all costs!

SR 99 to I-5 Comment: I-5 is a deafening concrete wall of carcinogenic toxic emissions - no one is moving near I-5, so why even consider rail near I-5? Keep rail near the residents, or don't build it at all. You have one chance to get this right.

I-5 to SR 99 Comment: I-5 is a deafening concrete wall of carcinogenic toxic emissions - no one is moving near I-5, so why even consider rail near I-5? Keep rail near the residents, or don't build it at all. You have one chance to get this right.

Environmental Comment:

19-2 Other Comment: Please consider building two extra tracks (4-tracks wide) at smaller stations for "Sea-Tac Express" trains to bypass these stations and whisk commuters to the airport and downtown Seattle.

19-3 Also, at these stations in trenches, build several underground pedestrian tunnels so commuters are not tempted to run across the road to catch a train. Keep pedestrians off crosswalks as much as possible.

Name: Andrew Stephenson
Address: 104 S Main St Apt 312
City: Moscow
State: ID
Zipcode: 83843

Email: amstephenson93@gmail.com

I live nearby. If so, where?:

Response to Comment I9-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Section 4.6.1, Non-motorized Elements, of Appendix G1, Transportation Technical Report of the Final EIS, describes improvements Sound Transit would implement near stations to ensure safe pedestrian access.

Response to Comment I9-2

Express service as suggested here is not part of this project and is not proposed by Sound Transit at this time. Please see the project Purpose and Need described in Chapter 1 of the Final EIS.

Response to Comment I9-3

Section 4.6.1, Non-motorized Elements of Appendix G1, Transportation Technical Report of the Final EIS, describes improvements Sound Transit would implement near stations to ensure safe pedestrian access.

No comments

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I want all of Greater Seattle to have a world-class heavy-rail transit network as soon as possible, but I am concerned about Sound Transit considering I-5 as an alternative, which would be a disservice to everyone living in that area.

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Letter FW010

Brooks, Ben

Page 1

From: benagain@firenet.net
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Friday, April 10, 2015 11:53:21 AM

From: Ben Brooks <benagain@firenet.net>

Message Body:
SR 99 Comment: Ideally the best route would:
1. Cost the least
2. Displace the least residences/businesses
110-1 3. Be grade separated (elevated/tunnel) to allow for higher speeds
4. Should serve major destinations, esp. ones people can park at:
a. Highline CC
b. Redondo Heights P&R
c. Fed Way Transit Center
I-5 Comment: Portions of this line appear reasonable as it may be cheaper and have less
110-2 displacements; however the tool seems to show that this would displace a lot of people. Also, the
stations aren't located near many of the points they need to be located at.
SR 99 to I-5 Comment: Similar issues as to the I-5 alternative
110-3 I-5 to SR 99 Comment: This may have possibilities, tho it seems to displace more people.
Environmental Comment:
110-4 Other Comment: Please include parking at all stations when possible/expand parking at Fed
Way/Redondo. Expecting people to use local buses to get to the station when they are being cut is
unreasonable. Getting people out of the cars for at least part of their commute is good enough.
Name: Ben Brooks
Address: 2169 62nd Ave, E. # 11-104
City: Fife
State: WA
Zipcode: 98424
Email: benagain@firenet.net
I live nearby. If so, where?: Fife, WA
I work in the project area. If so, where?:
I own a business nearby. If so, where?:
I attend school in the project area. If so, where?:
Other (please specify):
...
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Response to Comment I10-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. All FWLE alternatives would be grade-separated and have stations at Kent/Des Moines (to serve Highline College), S 272nd Street, and the Federal Way Transit Center. Chapter 8 of the Final EIS discusses the various trade-offs among the alternatives.

Response to Comment I10-2

Please see response to Common Comment 3.

Response to Comment I10-3

Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for additional information on property acquisition, relocations, and displacements.

Response to Comment I10-4

Please see response to Common Comment 5. Section 3.4.2 of the Final EIS describes changes in bus routes to provide access to the FWLE stations and Section 3.4.6 of the Final EIS describes planned improvements for non-motorized users to facilitate access.

Letter FW011

Karnes, Chris

Page 1

From: jurrlig@nov920.bloomer.com
To: [PWLE](#)
Subject: Comment: ST Federal Way Link Extension
Date: Friday, April 10, 2015, 11:36:44 AM

From: Chris Karnes <chris.tacoma@gmail.com>

Message Body:

111-1 SR 99 Comment: I like that these alternatives have the shortest travel time between Federal Way Transit Center and S. 200th. My preference would be for the SR 99 Alternative with Federal Way SR 99 Station - I could see myself using all of the stations on that alignment. As light rail approaches the Federal Way Transit Center it should be heading either south or west in order to be in the correct orientation to make the journey to Fife and Tacoma. An SR 99 alignment that would terminate at the Federal Way Transit Center would be an impact to travel times between Tacoma and Federal Way and Tacoma and SeaTac Airport. I do not favor adding any more optional stations (at S 216th or S 260th), as that would increase travel time between Federal Way and SeaTac Airport with only a few thousand more riders per day. The SR 99 Alternative with S 216th West and S 260th East Stations is the worst case in my opinion, as there will be no legibility of the route from anyone driving along SR-99. Weaving around over and under streets and SR-99 seems like a substantial engineering challenge as well. 111-2

111-3 I-5 Comment: I like that the I-5 alternatives are less costly than the SR-99 alternatives, but I do not like that the travel times are longer and the ability to do transit oriented development is much more difficult.

111-4 SR 99 to I-5 Comment: I could live with this alternative, but I would probably never use half of the stations, because of their park and ride nature.

111-5 I-5 to SR 99 Comment: This is the worst set of alternatives. High costs, eastbound approach to Federal Way Transit Center, unnecessary double-backing, and poor service to Highline Community College. I do not support this set of alternatives.

Environmental Comment:

111-5 Other Comment: Please take into account how this project will influence the development of a future extension of light rail to Tacoma, as that is likely to be a project in the Sound Transit 3 ballot measure in 2016.

Name: Chris Karnes
Address: 418 North L St #4
City: Tacoma
State: WA
Zipcode: 98403

Email: chris.tacoma@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I'm in Tacoma. The design of this corridor will impact travel time between Tacoma and SeaTac airport.

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Response to Comment 111-1

The SR 99 Alternative would have the same travel time as the Preferred Alternative and the I-5 to SR 99 Alternative. Travel times for each alternative and station option are presented in Section 4.2.3, Transit Travel Time, of Appendix G1, Transportation Technical Report, of the Final EIS. Please see response to Common Comment 6 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 111-2

Please see response to Common Comment 11.

Response to Comment 111-3

The travel time for the Preferred Alternative would the same as the SR 99 Alternative. Travel times for each alternative and station option are presented in Section 4.2.3, Transit Travel Time, of Appendix G1, Transportation Technical Report, of the Final EIS. Please see response to Common Comment 11.

Response to Comment 111-4

Please see response to Common Comment 11.

Response to Comment 111-5

Please see response to Common Comment 6.

Letter FW012

Young, Levi

Page 1

Response to Comment I12-1

Please see Chapter 5, Construction, for a description of construction methods, impacts, and mitigation. Section 5.2.1, Transportation, describes potential closures of SR 99 to construct the SR 99 Alternative.

From: prtdid@cox920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Friday, April 10, 2015 11:16:53 AM

From: Levi Young <lhyoung05@comcast.net>

Message Body:

112 1 SR 99 Comment: What would the construction plans be for this alternative? It seems major portions of SR 99 would have to be closed in order to build the drilled shafts and columns. Would SR 99 also have to be closed while the gantry truss is erecting the elevated guide way? This seems like the best route for the Light Rail while being the most technically challenging one to construct and coordinate. What is the planned detour for when portions of SR 99 are closed?

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Levi Young
Address: 6219 S 253RD ST APT HH204
City: Kent
State: WA
Zipcode: 98032

Email: lhyoung05@comcast.net

I live nearby. If so, where?: Kent

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

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Letter FW013

Wasiewicz, Leon

Page 1

From: amrdigi@box920.hushbox.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Friday, April 10, 2015 10:42:20 AM

From: leon wasiewicz <zuqu9@aol.com>

Message Body:
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

113-1 I-5 to SR 99 Comment: how big and where will the park and rides be. The current one's now are not big enough for the current time.

Environmental Comment:

113-2 Other Comment: does it make any difference what we think you will pick the alt you want and do it

Name: leon wasiewicz
Address: 13707-116th ave ct east
City: puyallup
State: wa
Zipcode: 98374

Email: zuqu9@aol.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): homeowner

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Response to Comment 113-1

Chapter 2, Alternatives Considered, and Chapter 3, Transportation, of the Final EIS describes the parking associated with each station.

Response to Comment 113-2

The Sound Transit Board considers input from all stakeholders, including members of the public, when identifying the Preferred Alternative and selecting the project to be built.

Letter FW014

Coleman, Nikole

Page 1

From: niridigit@box920.livehost.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Friday, April 10, 2015 10:21:37 AM

From: Nikole Coleman <nikole.coleman@gmail.com>

Message Body:

SR 99 Comment: This option is the best option for creating a system that can create walkable, livable communities along the alignment.

I14-1 I-5 Comment: This alignment does not offer enough options for creating walkable communities along the route. It simply serves a park and ride system for commuters to Seattle. Why can't the LLR be more than that? Look to other cities for what the light rail can be!

I14-2 SR 99 to I-5 Comment: This alignment ignores the college too much.

I14-3 I-5 to SR 99 Comment: This alignment would be my second choice.

I14-4 Environmental Comment: Social equity is important. The important of more than just the commute to Seattle needs to be considered. What about people getting from Sea Tac to Fed Way? Or Des Moines to Sea Tac? Those are just as important.

Other Comment:

Name: Nikole Coleman
Address: 4901 NE Fairwood BLVD # 116
City: Tacoma
State: WA
Zipcode: 98422

Email: nikole.coleman@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?: Des Moines

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

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Response to Comment I14-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I14-2

Please see response to Common Comment 5.

Response to Comment I14-3

Please see response to Common Comment 11.

Response to Comment I14-4

Section 3.5.2 of the Final EIS provides travel times between the FWLE and several regional destinations. The greatest travel time savings will be between Federal Way Transit Center and Sea-Tac Airport. Please see also response to Common Comment 8.

Letter FW015

NewPort Village

Page 1

From: portvill@box9201.hawaii.com
To: PWE
Subject: Comment - ST Federal Way Link Extension
Date: Friday, April 10, 2015 8:47:00 AM

From: NewPort Village <>

Message Body:

115-1 SR 99 Comment: SR 99 Route is preferred and has better accessibility for riders and less impact to residents.

115-2 I-5 Comment: The I-5 alternatives will impact too many residential properties in the Pacific Ridge Neighborhood including several large multi-family units. The Pacific Ridge neighborhood is the most neglected/underserved part of Des Moines, please do not make it worse by displacing more residents.

115-3 SR 99 to I-5 Comment: SR 99 Route is preferred and has better accessibility for riders and less impact to residents.

115-4 I-5 to SR 99 Comment: The I-5 alternatives will impact too many residential properties in the Pacific Ridge Neighborhood including several large multi-family units. The Pacific Ridge neighborhood is the most neglected/underserved part of Des Moines, please do not make it worse by displacing more residents.

Environmental Comment:

Other Comment:

Name: NewPort Village
Address: 22700 30TH AVE S
City: Des Moines
State: wa
Zipcode: 98198

Email:

I live nearby. If so, where?: I live in the Pacific Ridge Neighborhood

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment I15-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I15-2

Please see response to Common Comment 3.

Response to Comment I15-3

Please see response to Common Comment 11.

Response to Comment I15-4

Please see response to comment I15-2 above.

Letter FW017

Weerts, Jon

Page 1

From: sayij@aol.com
To: FWLE
Subject: Kent, Des Moines Station Options Comments
Date: Friday, April 10, 2015 12:07:31 PM

To whom it may concern:

As a homeowner on 35th Avenue South (backyard adjacent I-5), we strongly oppose the K/DM At-Grade Station option – for the following reasons:

First – Little to no economic value or benefit

By locating this station behind the Lowes Hardware Store (as it looks on your graphic), there is little to no economic benefit for any local businesses. The area behind the Lowes is void of commerce. It seems that there would be a more lucrative benefit for businesses if a site along SR99 was chosen. It seems a station closer to the college would make more sense as more riders would probably utilize the light rail if the station was closer to the college.

Second – Negative impact on our quality of life

Spending time in our backyard is tenuous at best already due to I-5 and the noise. Having a station at grade level will further diminish the time we do spend in our yard as it would be almost directly level with our yard. Although across the interstate, cause for voyeurs is a concern. Will home owners along that stretch of I-5 receive a barrier if this site is chosen to ensure privacy?

Third – Located near a previous landfill

Should riders be worried or concerned about possible long-term health issues if this station is located this close to a previous landfill. Also, it seems this location would potentially be a difficult location for future expansion and returning to SR99.

Fourth – Safety Concerns

The question of the safety of riders/passengers gives some cause for concern. There are not many buildings or businesses located around this proposed site. If a passenger was assaulted or attacked after departing a train or the station it doesn't seem likely that there would be many people around to hear or to see or to help in this type of situation. Also, with little to no businesses around this location, it seems like it could potentially become a location for loitering at all hours.

These are just a few thoughts for consideration from a concerned Kent citizen.

Thank you,

Jon Weerts
24103 35th Avenue South
Kent, WA 98032
sayij@aol.com

Response to Comment I16-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I16-2

Section 4.5, Visual and Aesthetic Resources, of the Final EIS describes visual impacts of the FWLE. Existing vegetation on the east side of I-5 between the freeway and residences to the east would screen views of these residences.

Response to Comment I16-3

As described in Section 4.12, Hazardous Materials, of the Final EIS, the landfill has been closed for over 20 years and contamination at the site was to groundwater. Monitoring of groundwater is ongoing but would not affect station users.

Response to Comment I16-4

This option is not designed to connect to SR 99.

Response to Comment I16-5

Please see response to Common Comment 7.

Letter FW018

Osborne, Kerry

Page 1

Response to Comment I17-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

From: kerryosb@comcast.net
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Saturday, April 11, 2015 11:15:31 PM

From: Kerry Osborne <kerry.osborne@comcast.net>

Message Body:
SR 99 Comment:

I-5 Comment: This option is more appealing because of the cost and disruption of the SR99 option would repeat the Rainier Valley disaster. More people drive to link hubs, rather than walk in a neighborhood to the rail. Please keep rail out of neighborhoods.

117-1 SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: Hwy 99 doesn't need to be another Empire Way disaster.

Other Comment:

Name: Kerry Osborne
Address: 17304 34th Ave South
City: SeaTac
State: WA
Zipcode: 98188

Email: kerry.osborne@comcast.net

I live nearby. If so, where?: Seatac

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Letter FW019

Thompson, Mike

Page 1

From: unfml@fox920.bluehost.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Saturday, April 11, 2015 10:10:11 PM

From: Mike Thompson <>

Message Body:
SR 99 Comment:

118-1 I-5 Comment: I-5 Alternative with Federal Way S 320th Park and Ride Station is the best route choice for long term connections going farther south.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

118-2 Environmental Comment: What environmental impacts?? Are you kidding me! In the long run this is way less of an impact than millions of single car commutes!

Other Comment:

Name: Mike Thompson
Address: 320th st
City: Federal way
State: WA
Zipcode: 98003

Email:

I live nearby. If so, where?: Yes

I work in the project area. If so, where?: Yes

I own a business nearby. If so, where?: Yes

I attend school in the project area. If so, where?: No

Other (please specify):

--

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Response to Comment 118-1

Please see response to Common Comment 6 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 118-2

Please see response to Common Comment 11.

Letter FW020

Hagen-Lillevik, Severin

Page 1

From: sevinlil@box920.tnushot.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Saturday, April 11, 2015 2:41:24 PM

From: Severin Hagen-Lillevik <sevinlil@hotmail.com>

Message Body:

SR 99 Comment: Running down highway 99 is the best option for the light rail, because it would be the most visible to people and probably would be the most accessible. It would be very assessable for future residents living along highway 99, as well as students attending Highline College.

119-1 I-5 Comment: This alternative would favor more driving to the light rail. walking from highway 99 to I-5 on SR 516 is unpleasant. New development in the new up zoned area in Kent would not really be transit-oriented development if the light rail is further away.

119-2 SR 99 to I-5 Comment: Not a straight route.

I-5 to SR 99 Comment:

119-3 Environmental Comment: Going along I-5 would require lots of trees to be cut down, I am assuming.

Other Comment:

Name: Severin Hagen-Lillevik
Address: 25120 98th place south unit A305
City: Kent
State: WA
Zipcode: 98030

Email: sevinlil@hotmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I live on the other side of the Valley in East Hill, close to downtown. I think that it is important to have the light rail run through Kent as well as the train to help reduce traffic on I-5 and 167.

—
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Response to Comment 119-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 119-2

Please see response to Common Comment 11.

Response to Comment 119-3

Please see Section 4.9, Ecosystems, of the Final EIS, which documents the amount of vegetation affected.

Letter FW021

Smith, Suzanne

Page 1

Response to Comment I20-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

From: kentluckybug@kent920.bluewin.com
To: [FW-E](#)
Subject: Comment: ST Federal Way Link Extension
Date: Saturday, April 11, 2015 1:19:46 PM

From: Suzanne Smith <kentluckybug@hotmail.com>

Message Body:
SR 99 Comment:

I20-1 I-5 Comment: I prefer the I5 route, it will serve the east side of the I5 corridor which I feel has limited to no bus service, better service to UW, can walk to the station

SR 99 to I-5 Comment: to many businesses displaced, would have to drive and park on hwy 99

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Suzanne Smith
Address: 27022 Cardiff Ave
City: Kent
State: WA
Zipcode: 98032

Email: kentluckybug@hotmail.com

I live nearby. If so, where?: star lake I5 entrance

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): transportation to UW

--

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Letter FW022

Biddlecom, Mark

Page 1

From: markbiddlecom@cox920.bluebox.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Saturday, April 11, 2015 9:35:08 AM

From: Mark Biddlecom <markbiddlecom@gmail.com>

Message Body:

121-1 SR 99 Comment: The only reason this one makes sense to me is because of the option to have a station close to High Line, which the other three do not.

121-2 I-5 Comment: I broadly prefer this one as it's the cheapest (potentially leaving more funds for other ST corridors?) but also as most of my businesses south of Seattle is in Kent proper.

121-3 SR 99 to I-5 Comment: The hybrid alternatives both make poor connections to High Line.

I-5 to SR 99 Comment: The hybrid alternatives both make poor connections to High Line.

Environmental Comment:

Other Comment:

Name: Mark Biddlecom
Address: 8845 24th Ave SW
City: Seattle
State: Wa
Zipcode: 9810

Email: markbiddlecom@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Family and friends live near the corridor

--

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Response to Comment I21-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I21-2

Please see response to Common Comment 11.

Response to Comment I21-3

Please see response to Common Comment 4.

Letter FW023

Gemmill, Matthew

Page 1

From: jurdfg@bnc920.bluewin.ch
To: [FWLE](#)
Subject: Comment: ST Federal Way Link Extension
Date: Saturday, April 11, 2015 7:52:24 AM

From: Matthew Gemmill <>

Message Body:

122-1 SR 99 Comment: This is likely the best bet. If stations absolutely need to be "trenched" in order to minimize visual impacts, than so be it. This alternative has the best walkshed, the best potential for development, and would serve the most transit riders.

122-2 I-5 Comment: This just seems like a waste? Why skirt I-5? There's little walkshed, and we'd have to build the alignment around a landfill. The potential for people to easily use this alignment seems diminished.

122-3 SR 99 to I-5 Comment: Much like the I-5 alignment, this is only marginally better (thanks to the KDM 30th Ave Station). Still a "thumbs down" in my opinion.

122-4 I-5 to SR 99 Comment: This is acceptable, if need be. I can understand the desire to minimize visual impacts, and this alternative has somewhat less than the SR 99 alternative.

122-5 Environmental Comment: Minimize and mitigate as necessary. The environmental impact of giving people an alternative to the internal combustion engine will outweigh any site impacts.

Other Comment:

Name: Matthew Gemmill
Address: 8806 Nesbit Ave N Apt 5
City: Seattle
State: WA
Zipcode: 98103

Email:

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Interested in expanding that regional transit grid

--

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Response to Comment 122-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 122-2

Based on additional data collected during preliminary design after the Draft EIS was published, the Preferred Alternative could be constructed across the landfill. Please see response to Common Comment 1.

Response to Comment 122-3

Please see response to Common Comment 11.

Response to Comment 122-4

Please see response to Common Comment 11.

Response to Comment 122-5

Sound Transit is committed to mitigating project impacts. Details about proposed mitigation are provided in Appendix H.

Letter FW024

Kuznetsov, Alexey

Page 1

Response to Comment I23-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: puddigi@ms920.bellsouth.com
To: [FWLE](#)
Subject: Comment - ST Federal Way Link Extension
Date: Saturday, April 11, 2015 2:13:35 AM

From: Alexey Kuznetsov <kuzaa9@gmail.com>

Message Body:

I23-1 SR 99 Comment: This should be a project which will allow more people to use transit, which is preferably in a walking distance or has connection to other means of public transportation. There is already I-5 for cars with its own problems like potholes and high traffic - it does not need more congestion.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Alexey Kuznetsov
Address: 3021 SW Bradford St, Apt 408
City: Seattle
State: WA
Zipcode: 98126

Email: kuzaa9@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?: I work in Kent, but a little away from any of the suggested routes. Though I will enjoy good bus connections between the new Link stations and Kent/Southcenter.

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Letter FW025

Condon, William

Page 1

From: urifai@ix920.bluewin.com
To: [FWLE](#)
Subject: Comment - ST Federal Way Link Extension
Date: Saturday, April 11, 2015 1:51:24 AM

From: William Condon <wc5003042@gmail.com>

Message Body:

124-1- [SR 99 Comment]: Do it cause it's high line and the transit center

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

124-2- [Environmental Comment]: Good idea just get it done faster. South link is the priority not east

Other Comment:

Name: William Condon
Address: 764 S. 293rd St
City: Federal Way
State: Wa
Zipcode: 98003

Email: wc5003042@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Response to Comment 124-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 124-2

Please see response to Common Comment 10.

Letter FW026

Wayne, Jason

Page 1

Response to Comment I25-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I25-2

Please see response to Common Comment 1. Section 2.2.3.5 in Chapter 2, Alternatives Considered, describes that the Landfill Median Alignment Option was developed during the Draft EIS to address uncertainties about geologic conditions under the landfill and regulatory requirements for construction. Geotechnical borings completed to date confirm that crossing the landfill is feasible.

From: pratt@box920.hi.ches.com
To: [FW-E](#)
Subject: Comment - ST Federal Way Link Extension
Date: Monday, April 13, 2015 9:53:58 PM

From: Jason Wayne <>

Message Body:

125-1 SR 99 Comment: I like this route more due to better access and more route stops along SR 99 especially at Highline College. I travel to Seattle using the Rapid Ride along SR 99 and then catching the Light Rail at the Airport or Tukwila International Blvd Station. Having the Light Rail at SR 99 would be more of a favor for public transit riders and help revitalize businesses SR 99.

125-2 I-5 Comment: This does not look like a good idea because feel like I would better served with the SR 99 Route. This route curves away from major areas and then the trying to avoid the landfill by going over I-5 made me face-palm myself who came up with this idea?

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Jason Wayne
Address: 3835 S 261st ST
City: Kent
State: WA
Zipcode: 98032

Email:

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Highline College

Other (please specify):

--

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Letter FW027

Whalen, David

Page 1

From: prtdidi@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Monday, April 13, 2015 9:18:05 PM

From: David Whalen <dvwhalen@gmail.com>

Message Body:

SR 99 Comment: Best ridership, TOD potential, development catalyst potential...a few minutes slower, but that's not as important.

I-5 Comment: Generally a complete waste of time and money. Freeway occupies far too much of the station-area walksheds and TOD potentials.

126-1 SR 99 to I-5 Comment: Compromises such as this should not be made in the name of capital savings. It will cost more to realign later.

I-5 to SR 99 Comment: Compromises such as this should not be made in the name of capital savings. It will cost more to realign later.

126-2 Environmental Comment: No significant environmental impacts were identified. The usage of the trains themselves will mitigate any such impacts, in any case.

126-3 Other Comment: It is vitally important that a 99 alignment be selected, and that it be entirely grade-separated. The preferred end-point is the Federal Way Transit Center.

Name: David Whalen
Address: 10520 NE 136th Pl
City: Kirkland
State: WA
Zipcode: 98034

Email: dvwhalen@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?: I work all over the region. Commuting by bus or sounder schedule is unreliable, and so is driving.

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I am interested in providing the best transit connections possible to the region.

--
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Response to Comment 126-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 126-2

Sound Transit is committed to mitigating project impacts. Details about proposed mitigation are provided in Appendix H.

Response to Comment 126-3

Please see response to Common Comment 11. All alternatives have grade-separated crossings.

Letter FW028

Cathcart, Richard

Page 1

From: richcath92@gmail.com
To: [PWLE](#)
Subject: Comment - ST Federal Way Link Extension
Date: Monday, April 13, 2015 8:52:23 AM

From: Richard Cathcart <richcath92@gmail.com>

Message Body:

127-1 SR 99 Comment: It seems like this alignment would disturb the most businesses. While there's better opportunity for TOD when half the station walkshed is not obstructed by a freeway (I-5 in this case), I wonder if the trade-off is worth it for the additional relocations required.

127-2 I-5 Comment: This is a fine alignment except for the Kent/Des Moines station being so far from Highline College. Seems like a really good transit destination is lost here given the distance needed to walk from the campus to the station.

127-3 SR 99 to I-5 Comment: I like this alternative the best as it transitions to I-5 when 99 is the closest to that highway and maintains a station close enough to Highline College to make it a viable origin or destination within walking distance of the Kent/Des Moines station.

127-4 I-5 to SR 99 Comment: This alignment seems rather pointless since the alignment already starts on highway 99. Why move to I-5 only to go back again. None of the benefits of the I-5 alignment are realized to their full potential here (less relocations, more WSDOT ROW can be used, fewer driveways/cross streets to manage) and all of the negatives of a 99 alignment are still in play.

Environmental Comment:

Other Comment:

Name: Richard Cathcart
Address: 300 Vuemont Place NE
City: Renton
State: Washington
Zipcode: 98056

Email: richcath92@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I have family that live in the area and visit them regularly. Improved transit access for them, and myself when visiting is of interest to me. Also, I'm in general very interested in seeing light rail expanded in our region as a whole and want to see the best alignment possible.

--

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Response to Comment 127-1

See Section 4.1, Acquisitions, Displacements, and Relocations, for a discussion of business and residential displacements, as well as the relocation process and benefits provided to displaced residents.

Response to Comment 127-2

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 127-3

Please see response to Common Comment 1.

Response to Comment 127-4

Please see response to Common Comment 1.

Letter FW029

Nunez, Angela

Page 1

From: nrdilg@hwy920.bluhost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Sunday, April 12, 2015 4:59:06 PM

From: ANGELA NUNEZ <aununez@gmail.com>

Message Body:

128-1 SR 99 Comment: This seems to be the optimal alternative. It directly serves businesses; decreasing the need of parking and car-use.

I-5 Comment: NO; the puget sound area, has plenty park and rides; we don't need more sprawl and more incentives to drive!

128-2 SR 99 to I-5 Comment: No... park and rides!

I-5 to SR 99 Comment: No park and rides! And these options do not serve the area; they serve the commuters PASSING BY the area. Not incentives to walk to the many restaurants and businesses to the area.

128-3 Environmental Comment: Make sure to allow ordinances to lower parking. Make sure to add and improve buses going on the main arterial - SR99.

128-4 Other Comment: It makes me uneasy that the EIS already has private money. Developers tend to not care much for the public. Do not give away tax-free anything to developer just because you want the area not to be empty. There plenty options besides parking lots: farmers markets, parks, urban farming, wetlands!

128-5 Make things available in other languages!

Name: ANGELA NUNEZ
Address: 4547 8TH AVENUE
City: SEATTLE
State: Washington
Zipcode: 98105

Email: aununez@gmail.com

I live nearby. If so, where?: n/a

I work in the project area. If so, where?: n/a

I own a business nearby. If so, where?: n/a

I attend school in the project area. If so, where?: n/a

Other (please specify): I have friends that I visit occasionally nearby.

--

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Response to Comment 128-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 128-2

Please see response to Common Comment 5.

Response to Comment 128-3

Please see response to Common Comment 5. Improved bus service to access each station is included as part of the FWLE and is described in Chapter 3, Transportation, of the Final EIS. Ordinances to reduce parking are determined by local jurisdictions.

Response to Comment 128-4

The FWLE EIS has been funded by taxes collected as part of the ST2 voter-approved tax package. Sound Transit would surplus properties acquired for project construction but not needed for operation of the FWLE (such as staging areas outside of highway right-of-way) in accordance with Sound Transit's Real Property Excess, Surplus, and Disposition Policy. Redevelopment of the property would depend on several factors including local land use plans, policies, and regulations.

Response to Comment 128-5

All of Sound Transit's notices and literature for the FWLE offer translation services. Project fact sheets, as well as articles for newsletters, websites, and other communication tools are translated into other languages, and interpreters were available at many of the public meetings/outreach events. Additional information on Sound Transit's outreach to non-English-speaking populations is provided in Chapter 7, Environmental Justice, of the Final EIS.

Letter FW031

Bardwell, Tyron

Page 1

Response to Comment I29-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

From: pmr@pilotbox0201.hush.com
To: [FWLE](#)
Subject: Comment - ST Federal Way Link Extension
Date: Tuesday, April 14, 2015 9:42:55 AM

From: Tyron Bardwell <tyron.bardwell@aecom.com>

Message Body:
SR 99 Comment:

I29-1

I-5 Comment: This is the most desirable alternative. It saves money, is a quicker commute time, a straighter shot, and is located next to freeway where noise is already located. Please expect to travel along the I-5 corridor when commuting to Seattle. It should stay that way. Eliminates potential noise impacts that would occur for all of the homes and residences in the SR99 vicinity.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Tyron Bardwell
Address: 20310 13th Ave. S
City: Federal Way
State: WA
Zipcode: 98003

Email: tyron.bardwell@aecom.com

I live nearby. If so, where?: Marine Hills Neighborhood of Federal Way (off of Dash Point and SR 99)

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

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Letter FW032

Fagan-Schmieder, Kellie

Page 1

From: puritan@box920.hushbox.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Wednesday, April 15, 2015 3:15:35 PM

From: Kellie Fagan-Schmieder <whatwerewethinking@comcast.net>

Message Body:

SR 99 Comment: This impacts the LEAST amount of homes/residents. Do not displace residents if you can help it. Please.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment: In our culdesack, most of the residents have lived here for 50+ years, some of which are the original occupants. Please do not displace our seniors on the end of 253rd St. They became parents together, grandparents and widows together. Do not make them HOMELESS together!

Name: Kellie Fagan-Schmieder
Address: 3018 So. 253RD ST
City: Kent
State: Wa
Zipcode: 98032

Email: whatwerewethinking@comcast.net

I live nearby. If so, where?: In the culdesac on 253RD ST.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment I30-1

In developing alternatives Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Appendix D4.1 identifies parcels that could potentially be acquired by the FWLE alternatives. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

Letter FW033

Anonymous

Page 1

From: prafan@cox920.hushbox.com
To: [PW-E](#)
Subject: Comment - ST Federal Way Link Extension
Date: Wednesday, April 15, 2015 2:57:51 PM

From: a poop <123@gopro.com>

Message Body:

SR 99 Comment: More ridership, tod opportunities, more closer to the college , and closer to the transit center.

131-1 I-5 Comment: Less tod opportunities.

SR 99 to I-5 Comment: Less tod opportunities ,station locations have poor walk shed, very similar to the I-5 option ..

131-2 I-5 to SR 99 Comment: The same as the 99 option or at least really similar.

Environmental Comment:

Other Comment:

Name: a poop
Address: 123
City: seattle
State: washington
Zipcode: 98101

Email: 123@gopro.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Response to Comment 131-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 131-2

Please see response to Common Comment 11.

Letter FW034

Lasersohn, Jim

Page 1

Response to Comment I32-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: prrinfo@box920.hi.chess.com
To: [PW-E](#)
Subject: Comment - ST Federal Way Link Extension
Date: Wednesday, April 15, 2015 2:52:09 PM

From: Jim Lasersohn <jlaserso@yahoo.com>

Message Body:

132-1 - SR 99 Comment: seems to serve a corridor where more pedestrians will likely be.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Jim Lasersohn
Address: 1722 32nd Ave
City: Seattle
State: WA
Zipcode: 98122

Email: jlaserso@yahoo.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I am interested in good development of transit. I have driven along the routes of 99 and I-5 many times. I am also a big transit supporter and user in general

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Letter FW035

Anonymous

Page 1

Response to Comment 133-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: prrfpri@box920.bluewin.com
To: [PW-6](#)
Subject: Comment - ST Federal Way Link Extension
Date: Wednesday, April 15, 2015 2:29:12 PM

From: a c <222@gmail.com>

Message Body:

SR 99 Comment: It will promote lots of tod & ridership

I-5 Comment: No tod opportunity

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: a c
Address: 123
City: angle lake
State: Washington
Zipcode: 98101

Email: 222@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Letter FW036

Deriugin, Alex

Page 1

Response to Comment I34-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: adrigi@hox920.bluhost.com
To: [FWLE](#)
Subject: Comment : ST Federal Way Link Extension
Date: Wednesday, April 15, 2015 8:36:04 AM

From: Alex Deriugin <aderiugin@msn.com>

Message Body:

134-1 - SR 99 Comment: This is the way to go!!!! The infrastructure & commerce that it will build is infinite!

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Alex Deriugin
Address: 28057 13th Ave South
City: Des Moines
State: WA
Zipcode: 98198-9432

Email: aderiugin@msn.com

I live nearby. If so, where?: Redondo. I want light rail within walking distance to travel to Seattle and Tacoma sometime in the near future.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Letter FW037

Robertson, Gary

Page 1

Response to Comment 135-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

From: [GARY ROBERTSON](#)
To: [FWLE](#)
Subject: Proposed Light Rail
Date: Wednesday, April 15, 2015 1:09:23 PM

135-1

I am a longtime resident of Federal Way and I support the proposal to extend the light rail to the Federal Way Transit Center via I-5 routing.

Gary Robertson

Letter FW038

M, Eric

Page 1

Response to Comment I36-1

Please see responses to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

From: erridgic@box920.bluehost.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Thursday, April 16, 2015 11:54:27 AM

From: Eric M <e_ebaer@earthlink.net>

Message Body:

136-1 SR 99 Comment: This clearly would service many people - folks who currently ride the A line, and others. Serving Highline College and their > 10,000 students in a way that does not require those users to cross SR 99 is critical. There are already significant problems with the placement of the A line stops across the street from Highline - traffic issues as well as safety issues as students jaywalk across 99 and 240th.

I-5 Comment: The I-5 corridor option is horrible. There is no clear residential or commercial areas that it would service until the route managed to get to Federal Way. It would be an empty train.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Eric M
Address: 4557 49th ave SW
City: Seattle
State: Washington
Zipcode: 98116

Email: e_ebaer@earthlink.net

I live nearby. If so, where?:

I work in the project area. If so, where?: Highline College

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Letter FW039

Condon, William

Page 1

From: wmf00168@ny920.hushmail.com
To: FWLE
Subject: Comment : ST Federal Way Link Extension
Date: Thursday, April 16, 2015 6:49:32 AM

From: William Condon <wc5003042@gmail.com>

Message Body:

SR 99 Comment: This gives the best views of the cities while reducing the eaysore of lightrail through the city. Constantly being reminded that light rail is there is not appealing. I think that it should flow with landscape and provide the ability to have Transit Oriented Development but not overpower those area and main roads.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: I understand that the transit oriented development helps to consolidate buisnesses into a downtown but that doesnt mean that we still shouldnt have buisnesses along SR 99 that are not below light rail. I think that the TOD benefits are great but we should try to limit the scenery effects as much as possible.

Other Comment: Please work to move more of the last stretch out the median and away from Federal Way highschool. An additional trench that would turn into a tunnel that ends at the federal way transit center would be preferable. If not that then have it surface as it reaches the transit center but do not have it run straight through the area west of the transit center. PLEASE DO THIS QUICKLY. THE FACT THAT WE HAVE NOT DISCUSSED THIS UNTIL NOW IS BAD. WE SHOULD BE MOVING FORWARD ONCE S. 200 ST IS DONE NOT A YEAR OR SO AFTER THAT. MOVE UP THE TIME TABLE!!!!!!

Name: William Condon
Address: 764 S. 293rd St.
City: Federal Way
State: Wa
Zipcode: 98003

Email: wc5003042@gmail.com

I live nearby. If so, where?: Redondo Heights

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Response to Comment I37-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Section 4.5, Visual and Aesthetic Resources, of the Final EIS describes potential visual impacts of the FWLE.

Response to Comment I37-2

Section 4.5, Visual and Aesthetic Resources, of the Final EIS discusses visual impacts from all FWLE alternatives as well as potential minimization and mitigation measures.

Response to Comment I37-3

Sound Transit evaluated and screened out tunnel profiles during the alternatives analysis phase of the project. More information on why tunnel profiles were not carried forward can be found in the Level 1 Alternatives Screening Report available on Sound Transit's website. The guideway is elevated in front of Federal Way High School and near the Federal Way Transit Center instead of at-grade to allow for grade-separated road crossings, which ensure reliability and avoid potential conflicts between cars and pedestrians.

Response to Comment I37-4

Please see response to Common Comment 10.

Letter FW040

Gostisha, Zachery

Page 1

From: pradigi@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Thursday, April 16, 2015 7:12:21 PM

From: Zachery Gostisha <zgostisha@gmail.com>

Message Body:

SR 99 Comment: The two chief issues I see with this option are:

1. Displacement/General hindrance
2. Sight issues

138-1 Since it is right on a major thoroughfare, there would be countless difficulties during construction that get in people's way, as well as the fact that a massive train may disrupt business in the area for a long time to come.
138-2 Secondly, the Pacific highway area is very beautiful, with a sort of a small green belt around it. Again, a massive train, both during and after construction, would get in the way of the trees and open air we now enjoy, as well as the possibility of monetary harm through decreased land values and the like. However, these could be mostly avoided by building the route primarily underground (it is a convenient route after all)

138-3 I-5 Comment: The main problem with this route would be its crossing large residential areas, possibly being a hindrance. Also, its distance from Pacific highway could make getting to and from stations difficult.

138-4 SR 99 to I-5 Comment: This is possibly the worst option, as it has the negatives of all the others and not many positives.

I-5 to SR 99 Comment:

Environmental Comment: Essentially, preservation of both our clean environment and natural beauty are incredibly important.

Other Comment:

Name: Zachery Gostisha
Address: 2321 South 302 Street
City: Federal Way
State: Washington
Zipcode: 98003

Email: zgostisha@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Federal Way High

Other (please specify):

--

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Response to Comment 138-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 138-2

Section 4.5, Visual and Aesthetic Resources, of the Final EIS discusses visual impacts from all FWLE alternatives as well as potential minimization and mitigation measures. Some of the SR 99 Alternative station options include trench profiles where the trackway is cut into the ground with a retaining wall on one or both sides. These options are described in Chapter 2, Alternatives Considered, and include: the Potential Additional S 216th West Station Option, Kent/Des Moines Highline Campus Station Option, and the S272nd Redondo Trench Station Option.

Response to Comment 138-3

Please see response to Common Comment 3. Section 4.4, Social Impacts, Community Facilities, and Neighborhoods, of the Final EIS describes the impacts on neighborhoods from all alternatives, including acquisitions, noise, vibration, and visual impacts. The Kent/Des Moines and Federal Way stations would be in the same general location (within 1,000) feet for all alternatives. Sound Transit, in partnership with various stakeholders, will examine ways to improve access in the Preferred Alternative's S 272nd station area. After the Draft EIS was published Sound Transit made refinements to the Preferred Alternative to improve station access as described in Chapter 2, Alternatives Considered.

Response to Comment 138-4

Please see response to Common Comment 11.

Letter FW041

Lopez, Jesus

Page 1

Response to Comment I39-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I39-2

Please see response to Common Comment 11. Factors considered when determining the profile of light rail are described in Chapter 2, Alternatives Considered, of the Final EIS.

Response to Comment I39-3

Please see response to Common Comment 11.

From: prrrisqr@box920.lajebus.com
To: [PW-E](#)
Subject: Comment - ST Federal Way Link Extension
Date: Thursday, April 16, 2015 6:34:12 PM

From: Jesus Lopez <jmllopezguisa@yahoo.com>

Message Body:

I39-1 SR 99 Comment: The disruption of major traffic on I5 it would be perfect for the commuting and bring people into the SR99 corridor

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

I39-2 Environmental Comment: The less digging and the most usage of middle of either I5 or SR99 it is the ideal with the least impact and cost

I39-3 Other Comment: I will build the fastest possible project at the least possible cost. I will consider first the fastest factor and second the cost. The traffic and public in Seattle is a disaster. I am glad that Puget Sound Transit it is doing something. Metro it is the worst transit service in the world

Name: Jesus Lopez
Address: 14453 157th PL SE
City: Renton
State: WA
Zipcode: 98059

Email: jmllopezguisa@yahoo.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I would like to see an efficient system that reduces commuting time and the trains are the most environmental friendly option

--

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Letter FW042

Hassen, Bill

Page 1

From: curdfigi@cox920.hqwest.net
To: [FWLE](#)
Subject: Comment - ST Federal Way Link Extension
Date: Thursday, April 16, 2015 1:10:22 PM

From: Bill Hassen <hassenprop@comcast.net>

Message Body:
SR 99 Comment:

140-1 I-5 Comment: On all options, you mentioned an acronym of TOD. What does TOD mean?

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Bill Hassen
Address: 3727 S. 194th Street
City: SeaTac
State: Wa
Zipcode: 98188

Email: hassenprop@comcast.net

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Response to Comment I40-1

TOD is an abbreviation for "transit-oriented development." Transit-oriented development is defined in the Glossary in Appendix A4.

Additional information about TOD as part of the FWLE can be found in Section 4.2, Land Use.

Letter FW043

Mitchell, Ben

Page 1

Response to Comment I41-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: urefajit@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Friday, April 17, 2015 1:40:21 PM

From: Ben Mitchell <bmitch1536@gmail.com>

Message Body:

SR 99 Comment: I'm strongly in favor of the SR 99 alignment because of the much larger potential for transit oriented development along this corridor. Our investment in transit infrastructure have the potential to dramatically shape the future of residential patterns and commercial development, and for me a big priority is encouraging development around transit so as to reduce automobile use

I41 1 I-5 Comment: Not in favor of this one due to the relatively poor transit oriented development potential

SR 99 to I-5 Comment: Would prefer an exclusive SR 99 alignment

I-5 to SR 99 Comment: Would prefer an exclusive SR 99 alignment

Environmental Comment:

Other Comment:

Name: Ben Mitchell
Address: 351 NW 80th Street
City: Seattle
State: WA
Zipcode: 98117

Email: bmitch1536@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I live and work in Seattle, but I'm interested in transit development throughout our region.

--

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Letter FW045

Mead, Alek

Page 1

From: preddi@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Friday, April 17, 2015 10:08:41 AM

From: Alek Mead <alekmead@hotmail.com>

Message Body:

142-1 SR 99 Comment: For the SR99 alternative I think it makes sense to add the optional S 216th and the S 260th stations. Either way the Federal Way station should be located at the FWTC. My concerns with this option are that I don't believe you would pull much of the traffic off of I5 to park and rides. 142-2

142-3 I-5 Comment: The I5 alternative displaces too many residences and does not provide sufficient access or stations for residents along the SR99 corridor which is where a large percentage of the system usage will come from.

142-4 SR 99 to I-5 Comment: With the S 216th and the FWTC stations included I think this could be the best option. It would serve the Highline CC just as well as the SR99 option and it would encourage I5 users to pull into the Star Lake P&R thereby reducing traffic along I5.

142-5 I-5 to SR 99 Comment: I don't see any benefit of this option vs. the SR99 option. You lose the option for the S 216th station and you displace more residents and businesses.

142-6 Environmental Comment: The environmental impacts seem relatively minimal to me. None of the routings are traversing particularly sensitive ecological areas and the noise/visual impacts of the rail system will be minimal considering the existing noise impacts from I5 and SR99, not to mention the reduction in bus service we would see with rail construction.

142-7 Other Comment: Just build it, please. And Soon.

Name: Alek Mead
Address: 1003 St 308TH st #25
City: Federal Way
State: WA
Zipcode: 98003

Email: alekmead@hotmail.com

I live nearby. If so, where?: Federal Way

I work in the project area. If so, where?: SeaTac

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Response to Comment 142-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 142-2

See Section 3.5.2, Transit Service and Operations, of the Final EIS for a discussion of ridership and mode of access.

Response to Comment 142-3

Please see response to Common Comment 3. The Kent/Des Moines and Federal Way stations would be in the same general location (within 1,000) feet for all alternatives. Sound Transit, in partnership with various stakeholders, will examine ways to improve access in the Preferred Alternative's S 272nd station area. After the Draft EIS was published Sound Transit made refinements to the Preferred Alternative to improve station access as described in Chapter 2, Alternatives Considered.

Response to Comment 142-4

Please see response to Common Comment 11.

Response to Comment 142-5

Please see response to Common Comment 11.

Response to Comment 142-6

Chapter 8, Alternatives Evaluation, of the Final EIS provides a comparison of key environmental impacts among the FWLE alternatives. Section 4.2 of Appendix G1, Transportation Technical Report, of the Final EIS describes proposed changes in transit operations with the FWLE and discusses impacts on transit level of service, including service frequency and hours of service.

Response to Comment 142-7

Please see response to Common Comment 10.

Letter FW046

Pina, E Gary

Page 1

From: pradici@box920.bellsouth.com
To: [FWLE](#)
Subject: Comment: ST Federal Way Link Extension
Date: Friday, April 17, 2015 9:02:28 AM

From: E Gary Pina <>

Message Body:

SR 99 Comment: Supports business, displaces less people from their homes! This also utilizes Park and rides that already exist.

143-1 I-5 Comment: Displaces too many people from their homes of which a lot are older & lower income so they may not qualify for a new mortgage!

SR 99 to I-5 Comment: No

I-5 to SR 99 Comment: No

143-2 Environmental Comment: Older homes are likely to have been built using asbestos products - flooring, siding....

143-3 The 99 option is the best option

Other Comment:

Name: E Gary Pina
Address: 2807 S 284th pl
City: Federal Way
State: wa
Zipcode: 98003

Email:

I live nearby. If so, where?: For something that is supposed to be for the people, the I-5 option displaces more people likely to use it!

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Response to Comment 143-1

Please see responses to Common Comments 1 and 3 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 143-2

As described in Section 5.2.13, Hazardous Materials, asbestos or lead could be released while demolishing, removing, and disposing of structures. Sound Transit will adhere to applicable regulations regarding hazardous materials handling during construction.

Response to Comment 143-3

Please see response to Common Comment 11.

Letter FW047

Boosman, Frank

Page 1

From: uredd@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension(I
Date: Friday, April 17, 2015 8:06:39 AM

From: Frank Boosman <frank@boosman.com>

Message Body:

144-1 SR 99 Comment: I strongly support the SR 99 alignment. Routing mass transit along freeways is a strategy that minimizes pain in the very short term (the next five years or so) but would saddle the people of this area with a less useful transit system for the next century. Every bit of evidence we have demonstrates that urban alignments, "where the people already are", are best for transit systems.

I-5 Comment: I do not support any alignment along I-5. This would simply serve short-term interests at the expense of long-term utility.

144-2 SR 99 to I-5 Comment: I do not support any alignment along I-5. This would simply serve short-term interests at the expense of long-term utility.

I-5 to SR 99 Comment: I do not support any alignment along I-5. This would simply serve short-term interests at the expense of long-term utility.

Environmental Comment:

Other Comment:

Name: Frank Boosman
Address: 4630 South 214th Place
City: Kent
State: WA
Zipcode: 98032

Email: frank@boosman.com

I live nearby. If so, where?: I live just off South 212th Street in Kent, in the valley at the base of West Hill (near the terminus of Orillia Road).

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Response to Comment 144-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 144-2

Please see response to Common Comment 11.

Letter FW048

Ojeda II, Reyes

Page 1

From: ureddii@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Friday, April 17, 2015 4:06:40 PM

From: Reyes Ojeda II <reyes_ojeda@yahoo.com>

Message Body:

SR 99 Comment: My preference:
H.C. Campus / 276 Redondo (No-trench) / Fed Way TC-Hwy 99

145-1 Aligning service along Hwy 99 serves the most businesses and highest number of residents as there are many apartment complexes lining Hwy 99 rather than I-5. Additionally, buses can easily connect with light rail and they won't have to deviate to I-5.

I-5 Comment: Great for commuters, but this alternative is too far off the main path of where businesses and apartments are located. Bus service would have to deviate too much to serve rail stations along the freeway.

145-2 SR 99 to I-5 Comment: The Hwy 99/I-5 mix doesn't make sense. It should be one or the other.

I-5 to SR 99 Comment: The Hwy 99/I-5 mix doesn't make sense. It should be one or the other.

145-3 Environmental Comment: Honestly, I'm not concerned with the environmental impacts as much as I am with fast service that serves as many residents & businesses and provides easy bus connections.

Other Comment:

Name: Reyes Ojeda II
Address: 22926 edmonds wy
City: edmonds
State: wa
Zipcode: 98020

Email: reyes_ojeda@yahoo.com

I live nearby. If so, where?:

I work in the project area. If so, where?: S 216th St - Steven J Underwood Park

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Visit SeaTac airport and HCC area.

--

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Response to Comment I45-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. All FWLE stations would be accessible by bus because bus service is planned at each station. Sound Transit continues to coordinate with King County Metro and Pierce Transit regarding transit integration at FWLE stations. See Section 3.5.2, Transit Service and Operations, of the Final EIS for a discussion of planned transit improvements.

Response to Comment I45-2

Please see response to Common Comment 11.

Response to Comment I45-3

Please see response to Common Comment 11.

Letter FW049

Reidy, Cornelius

Page 1

From: cornelius.reidy@horizonair.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Friday, April 17, 2015 11:22:31 PM

From: Cornelius Reidy <cornelius.reidy@horizonair.com>

Message Body:

146-1 SR 99 Comment: I think the SR 99 option is the best any station along I-5 will be really inconvenient.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

146-2 Other Comment: I believe a really good place for a Federal Way Station would be in the old Top Foods lot. It's only a block west of the Federal Way Transit Center. There needs to be more parking no matter where the station is put. Every weekday the Federal Way Transit Center is completely full by 10:00am. 146-3

Name: Cornelius Reidy
Address: 31012 20th Avenue South
City: Federal Way
State: WA
Zipcode: 98003

Email: cornelius.reidy@horizonair.com

I live nearby. If so, where?: I live a quarter mile from the Transit Center on Steel Lake and would love to be able to ride the Light Rail to work at the Airport and to Seattle.

I work in the project area. If so, where?: I work at the airport.

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Response to Comment 146-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 146-2

The Federal Way SR 99 Station Option for the SR 99 and I-5 to SR 99 alternatives includes a station to the south of the property mentioned.

Response to Comment 146-3

Please see response to Common Comment 5.

Letter FW050

Anderson, Matthew

Page 1

From: mrddigit@mx920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Friday, April 17, 2015, 11:10:01 AM

From: Matthew Anderson <sonofanander@gmail.com>

Message Body:

147-1 SR 99 Comment: I think following 99 past Highline Community college, 272nd station and then to the main transit center is best. This will provide great exposure for Highline and allow the route to touch the current park and rides.

147-2 I-5 Comment: horrible idea. why follow an existing route where busses currently serve. It would be crazy expensive to build down the center of I-5 around the land-fill with the opportunity cost of delaying north bound traffic for that many years.

147-3 SR 99 to I-5 Comment: poor idea.

I-5 to SR 99 Comment: poor idea with little exposure to the community

147-4 Environmental Comment: Following 99 would be the best option. you could easily build future branches heading east to incorporate the Kent/ Auburn valley without interfering with federal interstates with federal restrictions and federal environmental studies.

Other Comment: In the future with increasing pugel sound density it will only become increasingly difficult to build a route on 99. In the future you could always branch off from the transit center to auburn or north or south on I5 from the Transit center.

Name: Matthew Anderson
Address: 29853 6th Ave S
City: Federal Way
State: WA
Zipcode: 98003

Email: sonofanander@gmail.com

I live nearby. If so, where?: I live in Federal way and commute north.

I work in the project area. If so, where?: I work in Tukwila and could use this daily

I own a business nearby. If so, where?: I plan to open a small business in the future and see this as a better opportunity to open it in my community rather than Seattle.

I attend school in the project area. If so, where?: I have children who may one day use the 99 route to commute to Highline and UW

Other (please specify): I love mass transportation and only see this as an opportunity.

--

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Response to Comment 147-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 147-2

Please see Section 5.2.1 of Chapter 5, Construction, of the Final EIS for information on potential traffic impacts from construction of the Landfill Median Alignment Option. As described in Section 3.5.2, Transit Service and Operations, bus service would complement the FWLE, and transit agencies have identified conceptual bus service plans that could be integrated with light rail.

Response to Comment 147-3

Please see response to Common Comment 11.

Response to Comment 147-4

Sound Transit is required to comply with the National Environmental Policy Act (NEPA) if federal funding is used for a project as well as for any federal permits needed for the project. The Sound Transit Long-Range Plan does not currently include Link extensions to Kent or Auburn, but does include an extension south to Tacoma that could occur on SR 99 or I-5.

Letter FW051

West, Ken

Page 1

Response to Comment 148-1

Please see response to Common Comment 5 in Table 9-6 of Chapter 9 of the Final EIS.

From: purdqiq@box920.bluehost.com
To: [FW-E](#)
Subject: Comment: ST Federal Way Link Extension
Date: Friday, April 17, 2015 10:27:13 PM

From: Ken West <kwest918@hotmail.com>

Message Body:

SR 99 Comment: There should be parking at each of the stations and increased parking at the Federal Way station. 148-1

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Ken West
Address: 20973 38th Pl S
City: Des Moines
State: Wa
Zipcode: 98198

Email: kwest918@hotmail.com

I live nearby. If so, where?: Des Moines

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Letter FW052

Gutschmidt, Jeffrey

Page 1

Response to Comment I49-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

From: jredhill@box9201.bluehost.com
To: EWE
Subject: Comment: ST Federal Way Link Extension
Date: Friday, April 17, 2015 8:03:34 PM

From: Jeffrey Gutschmidt <j.allen206@yahoo.com>

Message Body:

SR 99 Comment: Third best plan. Only do this if I-5 alternative or I-5 to SR 99 alternative can't be accomplished.

I49-1 I-5 Comment: Best plan! Go with this one please.

SR 99 to I-5 Comment: Second best plan. Only go with this if I-5 alternative can't be accomplished.

I-5 to SR 99 Comment: DON'T do this alternative.

Environmental Comment:

Other Comment:

Name: Jeffrey Gutschmidt
Address: 2617 S 272nd #9
City: Kent
State: WA
Zipcode: 98032

Email: j.allen206@yahoo.com

I live nearby. If so, where?: I live off of S 272nd near proposed stations.

I work in the project area. If so, where?: N/A

I own a business nearby. If so, where?: N/A

I attend school in the project area. If so, where?: N/A

Other (please specify): N/A

--

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Letter FW053

Taratuta, Iryna

Page 1

Response to Comment I50-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: [JPL](#)
To: [EWLE](#)
Subject: Comments on the Draft EIS
Date: Friday, April 17, 2015 10:48:53 PM

1. Please share your comments about project alternatives and station options.

I50-1 I like 'SR 99 ALTERNATIVE' with fewer stations. We do not need potential additional stations because it has negative impact on the environment (digging underground). Fewer stations will get me to Seattle faster. I like the final stop at the Federal Way TC because passengers can transfer to other buses (no need to drive). More people would use SR 99 among other alternatives because the stations are where people live, dine, and shop. Stations on other alternatives are remote – people have to drive there.

2. Please share your feedback on the environmental impacts.

SR 99 ALTERANTIVE with fewer stations is the best for the environment.

Iryna Taratuta
432 S 321st Pl, # G6
Federal Way, WA 98003

Letter FW054

Strader, Ian

Page 1

From: [Ian Strader](#)
To: [EWE](#)
Subject: (Noise & HW 99 alignment)
Date: Saturday, April 18, 2015 6:57:30 AM

Hello,

I51-1

In order to justify the expense of light rail in south King County, we need to maximize the TOD potential. The line will never be competitive with Sounder on peak commute speed. Maximizing TOD acreage and walksheds around stations must be the paramount goal of design of light rail in this subarea.

Pick a pure 99 alignment so that future generations have a chance to live affordable and environmentally friendly car free lives in South King.

Regards,
Ian Strader

Response to Comment I51-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW055

Williams, Ricky

Page 1

Response to Comment I52-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

From: urefaji@box920.bluehost.com
To: EWE
Subject: Comment: ST Federal Way Link Extension
Date: Saturday, April 18, 2015 11:34:13 AM

From: Ricky Williams <>

Message Body:
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I52-1 I-5 to SR 99 Comment: I would really like to have a station at 260th and believe this will get more riders from the apartments in the area.

Environmental Comment:

Other Comment:

Name: Ricky Williams
Address: 4210 S. 249th St.
City: Kent
State: WA
Zipcode: 98032

Email:

I live nearby. If so, where?: near Sunnycrest school

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Letter FW056

DePoppe, Richard

Page 1

From: purdqiq@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Saturday, April 18, 2015 10:54:11 AM

From: Richard DePoppe <rdepoppe@msn.com>

Message Body:

SR 99 Comment: my best feedback is by answering this question. How would I be using the system? See page 36. I would prefer transportation from my home (BEST) or nearest park-n-ride (Security problem)

I-5 Comment: See page 36. The ending route will determine the related development growth around the route. Also, Can a large accident put the rail out of commission for a period of time? We do not need blockage to both rail and SR99 at same time.

153-1 SR 99 to I-5 Comment: The page 36 version is where I would vote for. It would service the Des Moines area better and give alternate street travel traffic impact improvement. i.e. not clog up the High line college area or Star lake as much.

I-5 to SR 99 Comment: From Kent west hill page 36 option gives my area the best of two choices to connect with stations. Hopefully, the feedback from the Federal Way Area will generate the best continuation route. i.e. allow the best growth and development along the route so that traffic does not get snarled up.

Environmental Comment: see above.

153-2 Other Comment: What is the impact if train is full of Airport travelers and Sport event travelers? How would next stop Airport riders make their airport time?

Name: Richard DePoppe
Address: 3826 S 252nd ST
City: Kent
State: Wa
Zipcode: 98032

Email: rdepoppe@msn.com

I live nearby. If so, where?: Kent West Hill opposite I-5 from the project.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area, If so, where?:

Other (please specify): Question.... Will students be able to afford or need using the SoundTransit over a lower cost bus travel choice?

--

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Response to Comment 153-1

The FWLE would operate within its own (exclusive) right-of-way, so it would not conflict with vehicular traffic. An accident on SR 99 would not impact the operation of light rail vehicles. Sections 4.2, Land Use, and 4.3, Economics, provide information on TOD potential around the stations.

Response to Comment 153-2

Section 2.2.7 of the Final EIS provides the operating schedule expected for the FWLE. The capacity of Link trains could be expanded by increasing the number of cars.

Letter FW057

Vandehey, Kevin

Page 1

From: [Kevin Vandehey](#)
To: [FWLE](#)
Subject: Public comment on light rail
Date: Saturday, April 18, 2015 10:06:54 AM

As an engineer with extensive experience working on large projects, I strongly oppose the light rail system. The real future is in driverless car systems and internet-coordinated ride-sharing businesses which will be far more effective and far less costly.

The failure of Sound Transit to adapt to current and upcoming technological trends is a costly and counterproductive mistake with many grave opportunity costs.

Cons of current Sound Transit light rail proposals:

It moves a statistically insignificant number of people in a rigid route that cannot accommodate the vast majority of real-life travel needs.

The extremely high cost per actual rider is unjustifiable and extremely damaging to families especially in these difficult economic times

The users do not bear the real costs.

It interferes with space for sorely needed road projects.

It takes money away from sorely needed road projects.

It funnels crime into the region and makes people more vulnerable to criminal activity.

It is an eyesore.

It reduces property values.

It interferes significantly with radio transmissions.

Note that all of these issues are solved with the alternatives I mentioned in the opening of this correspondence.

Sincerely,
Kevin Vandehey
4211 S 249th St
Kent, WA 98032

Response to Comment I54-1

Mass transit will continue to be critical during the evolution and ultimate implementation of future automated vehicle technology. With automated vehicle technology there would still be fixed constraints on how many vehicles, automated or standard, can fit into the region's most congested areas.

Although automated vehicle technology is moving quickly, the timeline for fully-automated (including completely unoccupied) cars is very uncertain and requires the resolution of numerous policy issues. The technology will also not necessarily or automatically have a net positive impact on congestion or transportation system capacity. Gains could easily be cancelled by unoccupied cars returning to other locations after dropping off passengers rather than parking, or by people sending cars on trips that would not have otherwise occurred if an occupant had to endure the congestion.

At such time that fleets of fully automated vehicles do become feasible, mass transit will be complementary, providing potential improvements to last-mile connections between transit centers where people can access congestion-free travel without sending more vehicles into high-demand areas.

Response to Comment I54-2

As described in Section 3.5.2.4 of Chapter 3, Transportation, of the Final EIS, FWLE alternatives are projected to have ridership ranging from 31,000 to 39,500 daily riders. Chapter 1, Purpose and Need, of the Final EIS describes the purpose and need for the FWLE.

Sound Transit has coordinated with Washington State Department of Transportation and the Federal Highway Administration about the use of highway right-of-way and to ensure the FWLE would not conflict with future uses of the right-of-way. Funding for this project would be from

Page 1 (continued)

tax levies specifically for this purpose and possibly federal grants for transit projects, and would not take funding from roadway projects.

Section 4.14, Public Services, Safety, and Security, provides information on crime and how crime at transit facilities is not anticipated to increase, along with information on measures to minimize crime. Section 4.3, Economics, describes potential indirect impacts of the FWLE on property values. Section 4.5, Visual and Aesthetic Resources, describes visual impacts and proposed mitigation. Section 4.13, Electromagnetic Fields, provides information on radio wave impacts.

Letter FW058

Emiley, Mark

Page 1

Response to Comment I55-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I55-2

Please see response to Common Comment 5.

From: markemiley@fox920.bluehost.com
To: [FWLE](#)
Subject: Comment: ST Federal Way Link Extension
Date: Sunday, April 19, 2015 10:03:01 PM

From: Mark Emiley <>

Message Body:

I55-1 SR 99 Comment: These routes hold the greatest possibility for revitalizing the 99 corridor and not just providing business to Sound Transit but business to the area. The displaced business will be quickly replaced with businesses looking to capitalize on the increased traffic. The rail should end at the Transit Center for maximized connectivity. The Transit Center parking should be expanded to accommodate for the increased transit.

I-5 Comment: If this route is selected, the rail should end at the Transit Center for maximized connectivity. The Transit Center parking should be expanded to accommodate for the increased transit.

SR 99 to I-5 Comment: If this route is selected, the rail should end at the Transit Center for maximized connectivity. The Transit Center parking should be expanded to accommodate for the increased transit.

I-5 to SR 99 Comment: If this route is selected, the rail should end at the Transit Center for maximized connectivity. The Transit Center parking should be expanded to accommodate for the increased transit.

Environmental Comment:

Other Comment:

Name: Mark Emiley
Address: 2615 S 302nd St
City: Federal Way
State: WA
Zipcode: 98003

Email:

I live nearby. If so, where?

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

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Letter FW059

Uhrich, Lisa

Page 1

From: urefajl@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Sunday, April 19, 2015 12:41:18 PM

From: Lisa Uhrich <lisa.uhrich@gmail.com>

Message Body:

SR 99 Comment: This is my top pick. I would love to see this happen and am happy to pay more taxes to have it done. The sooner the better! I also would really like to see the trench station built at S. 216th on the West side.

156-1 I-5 Comment: I really don't like this option, it's my least favorite.

SR 99 to I-5 Comment: This would be my second pick out of the options.

I-5 to SR 99 Comment: I don't like this option.

156-2 Environmental Comment: I'm excited to have the light rail near where I live, please make this happen!

Other Comment:

Name: Lisa Uhrich
Address: 2614 S. 226th St
City: Des Moines
State: WA
Zipcode: 98198

Email: lisa.uhrich@gmail.com

I live nearby. If so, where?: I live just off of SR 99 on S. 226th St.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Response to Comment 156-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 156-2

Please see response to Common Comment 10.

Letter FW060

Dodge, Adam

Page 1

Response to Comment I57-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: www.flight@box92016.chost.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Sunday, April 19, 2016 9:22:53 AM

From: Adam Dodge <>

Message Body:

SR 99 Comment: In order to maximize the possibility of future development around the stations, going with SR 99 is the clear winner, even if it means a larger initial financial outlay. If we're building this line for the future and not just for today, go with SR 99.

I-5 Comment: The I-5 alignment has dismal development potential and doesn't really serve much purpose (including over the current bus service) except to waste money to build a substandard system permanently cut off from the world thanks to I-5.

SR 99 to I-5 Comment: Bad compromise.

I-5 to SR 99 Comment: Bad compromise.

Environmental Comment: Building dense community clusters around stations negates most any localized environmental impacts due to easing demand elsewhere.

Other Comment: Build this line for the currently-silent future residents, not necessarily pandering to the vocal residents of today. That means building the line with the best opportunities to develop dense community clusters near stations and not designing it around future-killing freeway access and park and rides.

Name: Adam Dodge
Address: 3001 S Genesee St
City: Seattle
State: WA
Zipcode: 98108

Email:

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I live in near the light rail line in Seattle and want to make sure that actual destinations and communities line the line, not just a string of P&Rs.

--

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Letter FW061

Estes, Kenneth

Page 1

From: [Kenneth Estes](#)
To: [Lamus, Jonathan; FWLE](#)
Subject: So 200th St to Federal Way Links
Date: Sunday, April 19, 2015 11:25:52 AM

Hello,

I will be glad to attend the May 6-7 public hearings on the extension of services of the light rail to Federal Way. I am a long-time advocate of light and heavy rail in our Puget Sound region, having enjoyed similar services in Europe during my service there in the armed forces. Nothing could be better and more suited to our Puget Sound environment.

I remain, however, a bit nonplused by the rather abrupt naming of the So. 200th St. Station the "Angle Lake" stop. Angle Lake is not a commercial entity but a quiet residential area that needs no publicity. The **Angle Lake Park** of the City of SeaTac is already served by the Rapid Ride 'A Line' bus stop. The Link light rail stop at 200th is not even in view of Angle Lake and the residents of Angle Lake such as myself need no additional promotion in order to make use of Link light rail as I already do.

159 1 There was no public participation in the decision of the town council of SeaTac[ky] to propose the name of the So. 200th station. Perhaps the egos of the 7 of 9 council members, including the mayor, who live on Angle Lake had something to do with it. For the rest of us, the nominal residents of Angle Lake, we need not advertise our presence to car thieves, burglars and drug dealers, so thanks a lot -- not! There is no value gained for the designation of this station to Angle Lake, trust me.

A more appropriate name is the original **So. 200th St.** designation, highly appropriate to those of us already familiar with the very convenient and logical street grid of King County. Otherwise, I'd have proposed the name **Federal Detention Center**, for its close proximity to the stop and the logical destination of a lot of people who are users of public transportation to that location, speaking of the numerous employees of the center.

Please be prepared for discussion I shall introduce at these two meetings of 6-7 May.

159 2 As for the proposed trajectories of the route connecting Federal Way, I think you had it right in the first place, for the "SR 99 Alternative" simply reflects well the long term population of the area along US99 and the services are best oriented to those population concentrations, the Water District, businesses, the Highline Community College and other entities.

Thanks for your time and attention.

Kenneth W. Estes
LtCol, US Marines (Ret)

--
Kenneth W. Estes, PhD.
19202 39th Ave So
Seattle WA 98188-5316

Response to Comment I59-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I59-2

Please see response to Common Comment 1.

Letter FW062

Estes, Kenneth

Page 1

Response to Comment I58-1

Your comment regarding the naming of Sound Transit Link stations has been noted.

From: [Kenneth Estes](#)
To: [Estes, Jennifer: FWLE](#)
Subject: Re: So 200th St to Federal Way Links
Date: Monday, April 20, 2015 12:16:13 PM

Greetings,

I58-1 I have reconsidered my position on the naming of the So. 200th St. Link station. It is not appropriate to raise this issue so long after the decisions were made. Please disregard my previous message.

Regards,

Kenneth Estes

On Sun, Apr 19, 2015 at 11:25 PM, Kenneth Estes <kenneth.w.estes@gmail.com> wrote:

Hello,

I will be glad to attend the May 6-7 public hearings on the extension of services of the light rail to Federal Way. I am a long-time advocate of light and heavy rail in our Puget Sound region, having enjoyed similar services in Europe during my service there in the armed forces. Nothing could be better and more suited to our Puget Sound environment.

I remain, however, a bit nonplused by the rather abrupt naming of the So. 200th St. Station the "Angle Lake" stop. Angle Lake is not a commercial entity but a quiet residential area that needs no publicity. The **Angle Lake Park** of the City of SeaTac is already served by the Rapid Ride 'A Line' bus stop. The Link light rail stop at 200th is not even in view of Angle Lake and the residents of Angle Lake such as myself need no additional promotion in order to make use of Link light rail as I already do.

There was no public participation in the decision of the town council of SeaTac[ky] to propose the name of the So. 200th station. Perhaps the egos of the 7 of 9 council members, including the mayor, who live on Angle Lake had something to do with it. For the rest of us, the nominal residents of Angle Lake, we need not advertise our presence to car thieves, burglars and drug dealers, so thanks a lot -- not! There is no value gained for the designation of this station to Angle Lake, trust me.

A more appropriate name is the original **So. 200th St.** designation, highly appropriate to those of us already familiar with the very convenient and logical street grid of King County. Otherwise, I'd have proposed the name **Federal Detention Center**, for its close proximity to the stop and the logical destination of a lot of people who are users of public transportation to that location, speaking of the numerous employees of the center.

Please be prepared for discussion I shall introduce at these two meetings of 6-7 May.

As for the proposed trajectories of the route connecting Federal Way, I think you had it right in the first place, for the "SR 99 Alternative" simply reflects well the long term population of the area along US99 and the services are best oriented to

No comments

those population concentrations, the Water District, businesses, the Highline Community College and other entities.

Thanks for your time and attention.

Kenneth W. Estes
LtCol, US Marines (Ret)

--
Kenneth W. Estes, PhD.
19202 39th Ave So
Seattle WA 98188-5316
[\(206\) 243 6965](tel:(206)243-6965)
[\(206\) 992 3083](tel:(206)992-3083) [cell]

--
Kenneth W. Estes, PhD.
19202 39th Ave So
Seattle WA 98188-5316
(206) 243 6965
(206) 992 3083 [cell]

Letter FW063

Bellinghausen, Jeff

Page 1

Response to Comment I60-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

From: jdbelli@box920.bellsouth.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Tuesday, April 21, 2015 4:54:30 PM

From: jeff bellinghausen <jdbelli@msn.com>

Message Body:

SR 99 Comment: divides a community

I60-1

I-5 Comment: uses an existing divide and offers the least harm to the community

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: jeff bellinghausen
Address: 31617 1 ave s
City: federal way
State: wa
Zipcode: 98003

Email: jdbelli@msn.com

I live nearby. If so, where?: tacoma

I work in the project area. If so, where?: fire stations

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Letter FW064

Hrisko, Cynthia

Page 1

Response to Comment I61-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

From: urefali@box920.bluehost.com
To: EWE
Subject: Comment: ST Federal Way Link Extension
Date: Tuesday, April 21, 2015 3:51:06 PM

From: Cynthia Hrisko <>

Message Body:
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

I61-1 [Other Comment: What ever happened to SR509 @ 272nd???

Name: Cynthia Hrisko
Address: 26645 16th Avenue South
City: Des Moines
State: WA
Zipcode: 98198

Email:

I live nearby. If so, where?: I live in a relatively small residential area on 509 by Woodmont Elementary & we have a large rehab center being built to the East on 99 and with the transit center on 99 also will devalue our properties immensely, not to mention any other new businesses developed by the Woodmont Library. It would be less costly (in my mind) to buy out residential compared to buying out businesses. We would be happy to sell to further light rail, rather than loose value on our home of 20+ years.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Letter FW065

Petersen, Gary & Adele

Page 1

From: [andy.moran](#)
To: [FWLE](#)
Subject: Sound Transit Project
Date: Tuesday, April 21, 2015 3:21:19 PM

PLEASE SHARE YOUR COMMENTS ABOUT PROJECT ALTERNATIVES AND STATION OPTIONS?

Electing on the 1-5 alternative: This option is more cost effective, Displaces less business that provide generated tax revenue for all cities concerned. More attractive streamlined route running along the 1-5 corridors. This route allows the elevated option to grade next to SR 99 for a Transit Station close enough access to the Highline Community College for students that attend the School, and the option to the 1-5 median to avoid the Midway Landfill. This 1-5 Alternative has less underground trenches, in my option being also more cost effective.

PLEASE SHARE YOUR FEEDBACK ON THE ENVIROMNETAL IMPACTS?

I believe that the 1-5 alternative routes would provide ease of congested traffic during time of the construction of the project, also providing more ease, accessibility and safety for emergency vehicles. Also keeping in mind SR99 currently has the Metro Rapid Ride running from Tukwila to Federal Way that provides transportation to the public already. It's my understanding that they want to also extend this Rapid Ride project going further south of Federal Way that will also impact the SR99 corridor in the future as well. The other Alternative route's such as the (SR 99)(SR 99 to 1-5) (1-5 to SR99) ALTERNATIVES would create more congestion for our already congested roadways within the cities being impacted.

My Mailing Address is: Gary & Adele Petersen, 509 So 222nd St, Des Moines, WA 98198

Property Address: 21815 Pacific Hwy So, Des Moines, WA 98198

Response to Comment I62-1

Please see responses to Common Comments 2 and 4 in Table 9-6 of Chapter 9 of the Final EIS. All of the build alternatives would operate in exclusive right-of-way, outside of traffic.

Letter FW068

Petersen, Gary & Adele

Page 1

Response to Comment I63-1

Please see responses to letter FW065.

From: [gary.petersen](#)
To: [FWLE](#)
Subject: Sound Transit Project
Date: Tuesday, April 21, 2015 3:25:55 PM

PLEASE SHARE YOUR COMMENTS ABOUT PROJECT ALTERNATIVES AND STATION OPTIONS?

Electing on the 1-5 alternative: This option is more cost effective, Displaces less business that provide generated tax revenue for all cities concerned. More attractive streamlined route running along the 1-5 corridors. This route allows the elevated option to grade next to SR 99 for a Transit Station close enough access to the Highline Community College for students that attend the School, and the option to the 1-5 median to avoid the Midway Landfill. This 1-5 Alternative has less underground trenches, in my option being also more cost effective.

PLEASE SHARE YOUR FEEDBACK ON THE ENVIROMNETAL IMPACTS?

I believe that the 1-5 alternative routes would provide ease of congested traffic during time of the construction of the project, also providing more ease, accessibility and safety for emergency vehicles. Also keeping in mind SR99 currently has the Metro Rapid Ride running from Tukwila to Federal Way that provides transportation to the public already. It's my understanding that they want to also extend this Rapid Ride project going further south of Federal Way that will also impact the SR99 corridor in the future as well. The other Alternative route's such as the (SR 99)(SR 99 to 1-5) (1-5 to SR99) ALTERNATIVES would create more congestion for our already congested roadways within the cities being impacted.

My Mailing Address is: Gary & Adele Petersen, 509 So 222nd St, Des Moines, WA 98198

Property Address: 21815 Pacific Hwy So, Des Moines, WA 98198

Letter FW069

Timulak, Shawn

Page 1

From: uref@t@box9201bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Wednesday, April 22, 2015 9:44:43 PM

From: Shawn Timulak <stimulak@fwps.org>

Message Body:

SR 99 Comment: What is the point of a mass transit system if it can't transport the masses? The SR99 route brings transit to where people need it... where they live. The I5 route will only favor people that already have cars.

164-1 - I-5 Comment: I can't comprehend the purpose or benefit of this option?

SR 99 to I-5 Comment: Any route to I5 makes no sense.

I-5 to SR 99 Comment: same as above

164-2 - Environmental Comment: The environment had already been impacted by SR99. The I5 alternative will destroy precious natural buffers between the highway and residential areas.

164-3 - Other Comment: How often is there an opportunity to bring mass transit to one of the largest secondary public education facilities in S King County (Highline Community College) just as an added bonus to an already established route? The auxiliary enhancement to this, also public, entity should be part of ROI assessment of the options in the name of public tax dollars. The project managers should broaden their vision to see how a strategic placement of mass transit can be horizontally integrated into the public works portfolio, which after all is how this is being paid for.

Name: Shawn Timulak
Address: 24709 9th Ave S
City: Des Moines
State: WA
Zipcode: 98198

Email: stimulak@fwps.org

I live nearby. If so, where?: Des Moines

I work in the project area. If so, where?: Federal Way

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment 164-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 164-2

Section 4.5, Visual and Aesthetic Resources, and Section 4.9, Ecosystems, have been updated to provide further analysis of impacts from vegetation removal.

Response to Comment 164-3

Please see response to Common Comment 4. Section 4.2, Land Use, of the Final EIS describes the consistency of all FWLE alternatives with local, regional, and state land-use plans.

Letter FW070

Gouldman, Stephanie

Page 1

From: fireball@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Wednesday, April 22, 2015 8:11:31 PM

From: Stephanie Gouldman <stephaniegouldman@gmail.com>

Message Body:

165-1 SR 99 Comment: This has the best access points for pedestrians.

I-5 Comment: This cuts out a lot of stops that people could get on at with easy of access.

165-2 SR 99 to I-5 Comment: To far away for people to get to except at the beginning cuts out Highline College.

I-5 to SR 99 Comment: To far away for people to get to except at the end cuts out Highline College

165-3 Environmental Comment: I don't think any of them will impact the environment.

165-4 Other Comment: I would love to see the light rail come from the WA/Canadian border to the WA/OR

Name: Stephanie Gouldman
Address: 2405 S Star Lake Rd Apt 62-103
City: Federal Way
State: WA
Zipcode: 98003

Email: stephaniegouldman@gmail.com

I live nearby. If so, where?: I live off of 272nd and Pacific Hwy.

I work in the project area. If so, where?: No

I own a business nearby. If so, where?: No

I attend school in the project area. If so, where?: Not me personally but my daughter goes to Highline College.

Other (please specify):

--

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Response to Comment 165-1

Please see response to Common Comment 7 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 165-2

All FWLE alternatives would have a station near Highline College.

Response to Comment 165-3

Please see response to Common Comment 11.

Response to Comment 165-4

Sound Transit serves the urban areas of King, Pierce, and Snohomish Counties. Amtrak provides rail service linking the Puget Sound region to Canada and Oregon.

Letter FW071

Martin, Robert

Page 1

From: purdick@box920.bluehost.com
To: FW:E
Subject: Comment - ST Federal Way Link Extension
Date: Wednesday, April 22, 2015 1:21:18 PM

From: Robert Martin <inzone2@aol.com>

Message Body:
SR 99 Comment:

I-5 Comment: This route keeps the majority of train traffic along existing vehicle traffic. The placement of an elevated train above Hwy 99 is disruptive to traffic due to the support columns. The existing monorail in Seattle creates more to pay attention to while driving. The columns also block a driver's view of both traffic and upcoming intersections. I suspect there are more accidents per block than a comparable street in downtown.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Robert Martin
Address: 17837 1st Ave. S., PMB 288
City: Normandy Park
State: WA
Zipcode: 98148

Email: inzone2@aol.com

I live nearby. If so, where?: #4 is mailing address. I live on North Hill, 1 block from 1st Ave. S., Des Moines

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Retired

--

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Response to Comment I66-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS. Section 3.5.4, Safety, in Chapter 3, Transportation Environment and Consequences, provides information on traffic safety. Visual impacts are described in Section 4.5, Visual and Aesthetic Resources, of the Final EIS.

Letter FW072

Bell, Larry

Page 1

From: luredd@box920.bluehost.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Wednesday, April 22, 2015 10:02:32 AM

From: Larry R Bell <larobe55@yahoo.com>

Message Body:

167-1 SR 99 Comment: As a resident of South King County, this option although more expensive (based on estimates) is my option for preferred routes. From your design is the least instructive with the displacement of residents and businesses of the proposed transit options.

I-5 Comment: See above

167-2 SR 99 to I-5 Comment: Too much of a reroute for businesses and residents along this corridor

I-5 to SR 99 Comment: Same as above

Environmental Comment:

Other Comment:

Name: Larry R Bell
Address: 22219 39th Place South
City: Kent
State: WA
Zipcode: 98032

Email: larobe55@yahoo.com

I live nearby. If so, where?: Kent

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Frequent rider of Light Rail Transit for commuting to work and sporting/social activities

--

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Response to Comment I67-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I67-2

Please see response to Common Comment 11.

Letter FW073

Klein, David

Page 1

From: uredd@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension()
Date: Wednesday, April 22, 2015 3:13:40 AM

From: David Klein <david_m_klein@comcast.net>

Message Body:

168-1 SR 99 Comment: This is the worst option. It will bring increased pollution, crime in and around stations, noise and increased car/train accidents to residential neighborhoods.

168-2 I-5 Comment: This is the least offensive choice. Pollution, crime, noise kept close to the freeway. But why not just improve I-5?

168-3 SR 99 to I-5 Comment: Keep the mess away from SR 99.

168-4 I-5 to SR 99 Comment: Keep the mess away from SR 99.

Environmental Comment: Any of these alternatives will be destructive to the environment and our wallets. Homes and businesses will be destroyed. Many peoples lives will be ruined while a few will line their pockets with taxpayer money.

168-4 Other Comment: Why spend so much money for only 26,000 riders? I would never use any of the alternatives as such trains don't go anywhere that I need to go. The money would be much better spent on improving roads.

Name: David Klein
Address: 29827 8th Ave. S.
City: Federal Way
State: WA
Zipcode: 98003

Email: david_m_klein@comcast.net

I live nearby. If so, where?: Federal Way. Near SR99

I work in the project area. If so, where?: Federal Way. Near I-5

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I don't appreciate my tax dollars being wasted on such a boondoggle.

--
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Response to Comment 168-1

Section 4.6, Air Quality and Greenhouse Gases, describes reductions in emissions and greenhouse gases and improvements in air quality. Section 4.14, Public Services, Safety, and Security, describes how crime is not anticipated to increase at transit facilities and that there are no differences among the alternatives in terms of safety. The FWLE alternatives operate in exclusive right-of-way, outside of traffic.

Response to Comment 168-2

Improvements to I-5 would not meet the purpose and need for the project. As described in Chapter 1, Purpose and Need for Federal Way Link Extension, of the Final EIS, the purpose of the project includes providing a rapid, reliable, accessible, and efficient alternative for travel and expanding mobility by improving connections to the regional multimodal transportation system.

Response to Comment 168-3

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 168-4

Please see response to Common Comment 11. Updated ridership information is provided in Section 3.5.2, Transit Service and Operations, of the Final EIS.

Letter FW074

Maney, Mary Ann

Page 1

No comments

No comments provided.

From: prdfg@fox920.bnet.com
To: FW-E
Subject: Comment: ST Federal Way Link Extension
Date: Wednesday, April 22, 2015 8:08:06 AM

From: Mary Ann Maney <svrnhm50@yahoo.com>

Message Body:
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Mary Ann Maney
Address: 807 S. 219th St. Apt A
City: Des Moines
State: WA
Zipcode: 98198

Email: svrnhm50@yahoo.com

I live nearby. If so, where?: I live near the projected 216th St. station.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

**

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Letter FW075

Maney, Mary Ann

Page 1

Response to Comment 170-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: purdqiq@box920.bluehost.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Wednesday, April 22, 2015 8:07:05 AM

From: Mary Ann Maney <srnghm50@yahoo.com>

Message Body:

170-1 - SR 99 Comment: This seems like the best alternative for everyone concerned and the least amount to build. Why would you want to build along the I-5 corridor only to have to bring the rail back into Kent/Des Moines? I would also urge consideration for a stop at 216th in Des Moines. This is an extremely high traffic/commuter/residential area that would have a considerable amount of volume for the light rail.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Mary Ann Maney
Address: 807 S. 219th St, Apt A
City: Des Moines
State: WA
Zipcode: 98198

Email: srnghm50@yahoo.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Letter FW076

Moore, Dereck

Page 1

From: [derekd@box920.bluehost.com](mailto:dereck@box920.bluehost.com)
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Tuesday, April 21, 2015 7:06:19 PM

From: Dereck Moore <dereck.moore@gmail.com>

Message Body:

171-1 SR 99 Comment: SR 99 Alternative with S 216th West and S 260th East Stations. This route would promote more ridership and those going to Highline Community College would have easy access to campus. Stations appear to be in more populated areas and will promote ridership.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

171-2 Other Comment: Would have some concerns about light rail noise, but probably could be mitigated.

Name: Dereck Moore
Address: 2051 S 263rd St
City: Des Moines
State: WA
Zipcode: 98198

Email: dereck.moore@gmail.com

I live nearby. If so, where?: I would live within walking distance to a potential 260th station.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I already take light rail to my job downtown.

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment 171-1

Please see responses to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 171-2

Section 4.7, Noise and Vibration, provides information on the potential noise and vibration impacts during operation of the FWLE and proposed mitigation. All noise impacts could be mitigated.

Letter FW077

Ihlenfeldt, Mike

Page 1

From: mrd8q1@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Thursday, April 23, 2015 4:32:31 PM

From: Mike Ihlenfeldt <Mizzle51@hotmail.com>

Message Body:

172-1 SR 99 Comment: I think the 99 routes are the best options, with a preference to routes that have a stop on 216th and 99. Following 99 is like how Link currently follows MLK instead of I-5 for more commuters/riders.

172-2 I-5 Comment: Feel this would remove a lot of potential riders.

172-3 SR 99 to I-5 Comment: Feel that this loses too many riders and destroys too much land or housing

I-5 to SR 99 Comment: Feel that this loses too many riders and destroys too much land or housing

172-4 Environmental Comment: Would prefer as small as possible, but progress can always cause issues.

172-5 Other Comment: Station at 216th! Taking the Rapid Ride to Link is unreliable for a commute.

Name: Mike Ihlenfeldt
Address: 21422 29th Ave S
City: SeaTac
State: WA
Zipcode: 98198

Email: Mizzle51@hotmail.com

I live nearby. If so, where?: 29th Ave and 216th.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Response to Comment 172-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 172-2

Section 3.5.2, Transit Service and Operations, provides information on the ridership forecasts for the FWLE alternatives.

Response to Comment 172-3

Please see response to comment 172-2 above and response to Common Comment 3.

Response to Comment 172-4

Please see response to Common Comment 11.

Response to Comment 172-5

Please see response to Common Comment 11.

Letter FW078

Wax, Jason

Page 1

Response to Comment 173-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: jredhill@box920.bluehost.com
To: EWLE
Subject: Comment: ST Federal Way Link Extension
Date: Thursday, April 23, 2015 5:47:05 PM

From: Jason Wax <wax.jason@gmail.com>

Message Body:

173-1 SR 99 Comment: I support the full 99 alternative. Better TOD potential than I-5.

I-5 Comment: No

SR 99 to I-5 Comment: no

I-5 to SR 99 Comment: no

Environmental Comment:

Other Comment:

Name: Jason Wax
Address: 4208 SW Thistle St.
City: Seattle
State: WA
Zipcode: 98136

Email: wax.jason@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Letter FW079

Hedt, Stephen

Page 1

Response to Comment 174-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: urefadi@box920.bushnet.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Friday, April 24, 2015 10:47:01 PM

From: Stephen Hedt <hedts@yahoo.com>

Message Body:

174-1 SR 99 Comment: I favor and advocate for the SR99 route. I think a trench station at highline would be best as it would provide better security and convenience for students. I prefer the elevated station @ S272nd and south of the FW transit center because of easier access to the Park & Ride and Transit garage. I think this route would serve the communities of Federal Way & North to SeaTac best. I personally prefer it for my own accessibility.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Stephen Hedt
Address: 1843 S. 286th Ln, Apt# T203
City: Federal Way
State: WA
Zipcode: 98003

Email: hedts@yahoo.com

I live nearby. If so, where?: S. 286th Ln Federal Way

I work in the project area. If so, where?: I work at the VA - sometimes Seattle, Sometimes American Lake. I prefer to use public transport for my commute. I eagerly await the completion of the light rail FW extension & beyond.

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I want the accessibility and ease of transport the Light Rail will bring.

--
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Letter FW080

Lucas, John

Page 1

Response to Comment 175-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

From: juridical@box920.bluewin.ch
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Friday, April 24, 2015 6:09:52 PM

From: John Lucas <john@lucas.net>

Message Body:

SR 99 Comment: definitely need to have a Highline CC Station w/ possibility of 216th and SR99 station, 272nd and SR99 station

I-5 Comment: you have to be kidding

SR 99 to I-5 Comment: you have to be kidding

175-1 I-5 to SR 99 Comment: you have to be kidding

Environmental Comment:

Other Comment: please keep the art in the stations, not on the roof (the art on the roof at the airport station does a great job of blocking the view of the the Olympic Mountains which are much more beautiful)

Name: John Lucas
Address: 19211 39th Ave S
City: SeaTac
State: wa
Zipcode: 98188

Email: john@lucas.net

I live nearby. If so, where?: Angle Lake

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Letter FW081

Bernal, Gerardo

Page 1

From: prddigit@box920.hushnet.com
To: EWL
Subject: Comment - ST Federal Way Link Extension
Date: Saturday, April 25, 2015 9:14:34 PM

From: GERARDO BERNAL <gerar5454@yahoo.com>

Message Body:

SR 99 Comment: Esta ruta me parece con mayor atracción y beneficio para mas pasajeros que quieren usar el tren con la conveniencia de la ruta; las estaciones potenciales en 216 y otra beneficiarian y le darian la oportunidad de compartir los beneficios del tren a mas personas. La ruta seria mas costosa pero mas conveniente para el futuro con mayor beneficio para mas pasajeros

176-1

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: Manteniendo el tren por arriba o abajo de la tierra; sin interferir con el trafico por las calles beneficiaria a el tren y el trafico a viajar mas rapido y seguro cada uno por su ruta

176-2

Other Comment: Suficientes estacionamientos para que personas disfruten el tren en lugar de manejar; Mas espacios para bicicletas y equipaje, Un personal con suficiente entrenamiento para trabajar en dar servicio de seguridad ala comunidad sin dar duda y inseguridad a los pasajeros

176-3

Name: GERARDO BERNAL
Address: 2115 S. KENT DES MOINES RD.
City: DES MOINES
State: WA
Zipcode: 98198

Email: gerar5454@yahoo.com

I live nearby. If so, where?: DES MOINES

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): tener mayor beneficio de la ruta para hoy y el futuro

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federatwaylink.org>)

Respuesta al Comentario 176-1

Respuesta al comentario frecuente 1: El Capítulo 8 de la Declaración Final de Impacto Ambiental (Environmental Impact Statement, EIS) compara las alternativas, incluye los intercambios entre los pasajeros, el costo y el impacto ambiental. Las alternativas del I-5 son más específicas que los lineamientos de la Ruta Estatal 99 (State Route, SR 99) de muchos de los desarrollos residenciales multifamiliares con mayor densidad y los usos comerciales del SR 99. Sin embargo, las estaciones Kent/Des Moines y Federal Way se ubicarían en los mismos lugares (a 1,000 pies), independientemente de las alternativas. Estas estaciones también se encuentran en áreas que las ciudades han identificado con el mayor aumento de densidad, crecimiento y desarrollo orientado al transporte (Transit-Oriented Development, TOD). El área de la estación Kent/Des Moines es donde Kent y Des Moines apuntan a urbanizaciones de alta densidad, mientras que Federal Way planifica una urbanización de mayor uso mixto cerca de la estación Federal Way.

La Alternativa SR 99 incluye posible estaciones adicionales en las calles S 216th y S 260th. Aunque estas estaciones adicionales incrementarían la valoración general del TOD para la SR 99 y aumentarían el acceso peatonal en el sistema de tren ligero, actualmente, no existen fondos disponibles para desarrollar estas estaciones.

En la estación S 272nd Redondo, las alternativas de SR 99 e I-5 hasta SR 99 tendrían mayor posibilidad de TOD y acceso peatonal hacia la urbanización de uso mixto potencial futuro que las preferidas o las alternativas I-5 hasta SR 99. No obstante, Federal Way se concentra más en que su crecimiento y desarrollo suceda en el centro de la ciudad. Los pantanos impedirán futuros desarrollos cerca de esta estación.

Sound Transit, conjuntamente con varias compañías interesadas, estudiará las formas de mejorar el acceso y las oportunidades de desarrollo en el área de la calle S 272nd. El personal de Sound Transit evaluará las formas de mejorar el potencial para el TOD en las estaciones

[Page 1 \(continued\)](#)

a lo largo de la ruta, incluyendo la Calle S 272nd. Los ejemplos podrían comprender el servicio de tránsito mejorado este-oeste y mejoras en el servicio RapidRide en SR 99 para facilitar las conexiones con las estaciones de tren ligero, el acceso peatonal y de bicicletas, las iniciativas de creación del lugar y las oportunidades de desarrollo.

Sound Transit y Metro King County elaboraron un Plan de Servicio de Tránsito Conceptual para todas las alternativas de Extensión de Conexión de Federal Way (Federal Way Link Extension, FWLE). Se incluirá una nueva ruta local entre Des Moines y Federal Way. Para la Alternativa Preferida, esta ruta brindará acceso entre SR 99 y la Estación Star Lake S 272nd cada 15 minutos durante las horas principales y cada 30 minutos al mediodía.

La Alternativa SR 99 tendrá la menor cantidad de desalojos residenciales, pero ocasionará el desalojo de la mayoría de los negocios, ya que SR 99 se encuentra, en su mayoría, rodeada de propiedades comerciales.

[Respuesta al Comentario 176-2](#)

Todas las alternativas de construcción de la FWLE se realizarán en una vía exclusiva, fuera del tráfico, para evitar conflictos de seguridad y operativos.

[Respuesta al Comentario 176-3](#)

Respuesta al comentario frecuente 5: Sound Transit ubicó la provisión de estacionamientos de la FWLE, de acuerdo con la demanda de estacionamientos prevista y con la información de los centros de tránsito similares en la Región de Puget Sound y más ampliamente en otros sistemas de trenes de Estados Unidos. Tal como se presentó en la Sección 3.5.5 del Capítulo 3, Sound Transit evaluó, en su totalidad, las necesidades de estacionamiento a lo largo de la ruta y, luego, desarrolló estacionamientos en las estaciones a fin de satisfacer la necesidad estimada de acuerdo con factores, tales como: uso del terreno circundante, proximidad al sistema de transporte regional, acceso a las calles locales, congestión y ubicación de las estaciones.

En todas las estaciones de la FWLE se dispondrá de casilleros y estacionamientos para bicicletas. Por favor, vea la Sección 4.14, Servicios Públicos, Protección y

Seguridad, para una descripción completa de los servicios de seguridad que se ofrecen en las estaciones.

Page 2

From: GERARDO BERNAL
 Saturday, April 25, 2015 9:14:34 PM

Message Body:

SR 99 Comment: This route seems more attractive and useful for other riders who want to use the rail because of the route's convenience. The potential stations in 216 and elsewhere would be useful and would provide the chance to share the rail's advantages with more people. The route would be pricier but more convenient for the future, with greater advantages for more riders

176-1

I-5 Comment:
 SR 99 to I-5 Comment:
 I-5 to SR 99 Comment:

Environmental Comment: Keeping the rail aboveground or underground, without interference to street traffic, would benefit the rail and the traffic for faster and safer trips, each one through their own route

176-2

Other Comment: Enough parking spots so that people can enjoy the rail instead of driving, more space for bikes and luggage, an adequately trained staff to work on providing a safe service to the community without expressing doubt and insecurity to the riders

176-3

Name: GERARDO BERNAL
 Address: 2115 S. KENT DES MOINES RD.
 City: DES MOINES
 State: WA
 Zipcode: 98198
 Email: gerar5454@yahoo.com

I live nearby. If so, where?: DES MOINES

I work in the project area. If so, where?:

I own a business nearby.

If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Benefit more from the route today and in the future

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment 176-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 176-2

All FWLE build alternatives would operate in exclusive right-of-way, outside of traffic, to avoid operating and safety conflicts.

Response to Comment 176-3

Please see response to Common Comment 5. Parking and bike lockers would be provided at all FWLE stations. Please see Section 4.14, Public Services, Safety, and Security, for a description of security provided at stations.

Letter FW082

Walton, Richard

Page 1

From: rich081659@gmail.com
To: FWS
Subject: Comment: ST Federal Way Link Extension
Date: Saturday, April 25, 2015 3:16:08 PM

From: Richard Walton <rich081659@gmail.com>

Message Body:

SR 99 Comment: dont agree unless street level so more people would be apt to use

I-5 Comment: best i think, keeps elevated structures off hwy 99

177-1 SR 99 to I-5 Comment: same as above, alot of excess land next to I-5 not in use

I-5 to SR 99 Comment: same as above, keep elevated stations away from Hwy-99, would just cause alot more traffic problems

Environmental Comment: I think link rail is a good idea, but what has been built so far avoids alot of people wanting to use.

177-2 Other Comment: I always thought it avoids to many places for making ease of use by the public. instead of so much elevated structures it should have ran down Hwy 99 to FedWay like they did on MLK. ideas dont seem to be geared to get more people on the rail. It runs behind my work and i amazed how few people are on it.

Name: Richard Walton
Address: 19300 5th ave s
City: Des Moines
State: WA
Zipcode: 98148

Email: rich081659@gmail.com

I live nearby. If so, where?: Just curious about the plans and route it going to take, i dont ride the rail it doesn't stop by my work but runs right behind it in Tukwila

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Response to Comment 177-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 177-2

Sound Transit uses elevated structures to cross over geographic or physical barriers to accommodate higher train frequencies. Coordination with WSDOT and the local cities during the Alternatives Analysis process determined that an at-grade alignment on SR 99 was not preferable due to traffic impacts and restrictions on left turns and u-turns.

Letter FW083

Hudak, Douglas

Page 1

From: earthlink@earthlink.net
To: EPLS
Subject: Comment: ST Federal Way Link Extension
Date: Saturday, April 25, 2015 11:41:02 AM

From: Douglas Hudak <djhudak@earthlink.net>

Message Body:

SR 99 Comment: I am against SR-99 routes for the following reasons:

- these are more expensive
- would require extensive construction disruptions
- the SR-99 corridor is currently well-served by the Rapid Ride route
- would be less aesthetically appealing

I-5 Comment: I am in favor of the I-5 alternative for the following reasons:

- align mass transit to the currently available Park & Ride lots on the I-5 corridor
- I-5 options are the least expensive
- public mass transit options on I-5 have greatly diminished in recent years since Metro routes 190 & 152 have been terminated. There are currently no options during non-rush hours, except by having to do multiple transfers via Seatac Airport!
- I-5 options would eliminate extensive construction disruptions along SR-99 which would be required with the SR 99 options
- I-5 options would reduce congestion along SR-99

SR 99 to I-5 Comment: My 2nd choice.

I-5 to SR 99 Comment: I am against SR-99 routes for the following reasons:

- these are more expensive
- would require extensive construction disruptions
- the SR-99 corridor is currently well-served by the Rapid Ride route
- would be less aesthetically appealing

Environmental Comment:

Other Comment: Light rail vehicles should be transitioned to driver-less vehicles in the future. These would be safer and less expensive than driver-operated vehicles. Mass transit fares are too expensive.

Name: Douglas Hudak
Address: 26921 35th Ave S
City: Kent
State: WA
Zipcode: 98032

Email: djhudak@earthlink.net

I live nearby. If so, where?: Star Lake. Current mass transit options on I-5 are terrible.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment 178-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 178-2

The Federal Way Link Extension is part of the “spine” of the light rail system that extends north to Lynnwood, south to Federal Way, and east to Redmond. Driverless technology cannot be used safely on the spine itself, because it includes several at-grade signalized intersections north of Angle Lake Station, which are also used by passenger vehicles and pedestrians.

Letter FW084

Thompson, Brad

Page 1

From: brad@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension()
Date: Saturday, April 25, 2015 9:53:56 AM

From: Brad Thompson <>

Message Body:

179-1 SR 99 Comment: Preferred. Stops closer to the college and more options for stops on the way to FWTC

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

179-2 Environmental Comment: There is less of a greenbelt along 99 than I5.

Other Comment:

Name: Brad Thompson
Address: 3803 S 261st ST
City: Kent
State: Washington
Zipcode: 98032

Email:

I live nearby. If so, where?: west hill neighborhood in Kent

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

..

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org/>)

Response to Comment 179-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 179-2

See Section 4.5, Visual and Aesthetic Resources, and Section 4.8, Ecosystem Resources, for a discussion of impacts on vegetation.

Letter FW085

Gomez, Emerson

Page 1

From: irefali@box920.bluehost.com
To: EWLE
Subject: Comment: ST Federal Way Link Extension
Date: Sunday, April 26, 2015 5:21:45 PM

From: emerson gomez <EMERSONSHALIM@YAHOO.COM>

Message Body:

180-1 SR 99 Comment: I am student . Like the 99route to commute from home to work at airport, now even better to attend school.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

180-2 Environmental Comment: It will contribute to decrease air pollution.

Other Comment:

Name: emerson gomez
Address: 2405 s star lake road 60-202. federal way
City: federal way
State: wa
Zipcode: 98003

Email: EMERSONSHALIM@YAHOO.COM

I live nearby. If so, where?: like near 272nd pacific highway

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): work at seatac airport.

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment 180-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 180-2

Please see Section 4.6, Air Quality and Greenhouse Gases, for a discussion of air quality benefits.

Letter FW086

Kesterson, Stephanie

Page 1

From: jaredsil@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension()
Date: Sunday, April 26, 2015 8:31:50 PM

From: Stephanie Kesterson <stephaniewitsil@hotmail.com>

Message Body:

SR 99 Comment: Not a good option with 99 being so busy when there is an accident on I-5 which happens quite a bit. During the morning commute or rush hour there are often cars left in intersections and this could create a nightmare for light rail. Schools are also within hundreds of feet to the light rail posing a threat to the children in the area.

I-5 Comment:

SR 99 to I-5 Comment: Fantastic option to be away from local elementary schools and still have transportation in to the city.

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Stephanie Kesterson
Address: 23441 23rd Place South
City: Des Moines
State: WA
Zipcode: 98198

Email: stephaniewitsil@hotmail.com

I live nearby. If so, where?: I'm a teacher to a local school and live in the area.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment I81-1

All FWLE build alternatives would operate in exclusive right-of-way, outside of traffic, to avoid operating and safety conflicts.

Response to Comment I81-2

Sections 4.7, Noise and Vibration; 4.14, Public Services, Safety, and Security; and 4.17, Parklands and Open Space, discuss potential impacts on schools.

Letter FW087

Bartholomew, Mary Ann

Page 1

From: ureddi@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Sunday, April 26, 2015 8:23:45 PM

From: Mary Ann Bartholomew <mabartholomew@q.com>

Message Body:

182-1 SR 99 Comment: This route is already served by bus, which provides access to the many businesses and residences along 99. Light rail should be an alternative to that route. The 99 corridor is already congested. Why add another element?

182-2 I-5 Comment: The I-5 Alternative provides a true alternative to existing transit. Seems to offer a good balance of ridership, speed, cost, and disruption to existing business and residential units. The transit center provides better parking and access to Federal Way services than the 320th P&R.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Mary Ann Bartholomew
Address: 30305 19th PL SW
City: Federal Way
State: WA
Zipcode: 98023

Email: mabartholomew@q.com

I live nearby. If so, where?: I live in Federal Way near Adelaide Elementary. I use Metro to go into Seattle and to the airport.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I love Metro's service from the FW Transit Center into Seattle--quicker, easier, and cheaper than driving. As Metro adds service, that service should meet the same criteria.

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment 182-1

Please see Section 3.5.3, Arterial and Local Street Operations, in Chapter 3 of the Final EIS for a description of traffic impacts. All FWLE build alternatives would operate in exclusive right-of-way, outside of traffic, to avoid operating and safety conflicts.

Response to Comment 182-2

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW088

Easterling, Ruth

Page 1

From: uredd@box920.bluehost.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Tuesday, April 28, 2015 2:34:20 PM

From: Ruth Easterling <ruth.easterling@gmail.com>

Message Body:

183-1 SR 99 Comment: This doesn't seem to be the most cost efficient

183-2 I-5 Comment: Sounds like this is a straightforward plan

SR 99 to I-5 Comment:

183-3 I-5 to SR 99 Comment: Easy way for commuters to get to and from the light rail. Less impact on homes and noise

Environmental Comment:

183-4 Other Comment: Your decisions will impact families and our community for years to come. Please help the light rail be a positive point for our town to boast about for years to come.

Name: Ruth Easterling
Address: 1214 S 234th Pl
City: Des Moines
State: WA - Washington
Zipcode: 98198

Email: ruth.easterling@gmail.com

I live nearby. If so, where?: Des Moines.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I know the I-5 plan will save many homes and families in the Des Moines area

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment 183-1

Section 2.5, Estimated Project Costs and Funding, in Chapter 2 of the Final EIS provides a comparison of costs for all FWLE alternatives.

Response to Comment 183-2

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 183-3

Please see response to Common Comment 3. Refer to Section 4.7, Noise and Vibration, for information on potential noise impacts and mitigation. For all FWLE alternatives, noise impacts could be mitigated.

Response to Comment 183-4

Please see response to Common Comment 11.

Letter FW089

Robinett, Jolene

Page 1

From: jurdig@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Tuesday, April 28, 2015 12:40:03 PM

From: Jolene Robinett <Jodierobinett@comcast.net>

Message Body:

SR 99 Comment: I like the SR 99 alternatives at every junction. I believe these options will best serve the largest number of people overall and particularly those low to middle income. Also direct service to Highline College from both the North and South will provide much needed options for students, faculty and staff.

I-5 Comment:

184-1 SR 99 to I-5 Comment: I like the SR 99 alternatives at every junction. I believe these options will best serve the largest number of people overall and particularly those low to middle income. Also direct service to Highline College from both the North and South will provide much needed options for students, faculty and staff

I-5 to SR 99 Comment: I like the SR 99 alternatives at every junction. I believe these options will best serve the largest number of people overall and particularly those low to middle income. Also direct service to Highline College from both the North and South will provide much needed options for students, faculty and staff

184-2 Environmental Comment: The high-mid income to high income residents are worried about their property values and inconvenience. I think serving the most numbers and likely riders it's much more important.

Other Comment:

Name: Jolene Robinett
Address: 1819 S Kent - Des Moines Rd. # B-12
City: Des Moines
State: WA
Zipcode: 98198

Email: Jodierobinett@comcast.net

I live nearby. If so, where?: City of Des Moines

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Highline College

Other (please specify): access to SR 99 best serves high school and college students because of the number of jobs

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment 184-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 184-2

Please see response to Common Comment 11.

Letter FW090

Sumner, Janreed

Page 1

Response to Comment I85-1

Please see responses to Common Comments 2 and 3 in Table 9-6 of Chapter 9 of the Final EIS.

From: [janreedsumner](#)
To: [EWE](#)
Subject: Federal way light rail extension
Date: Tuesday, April 28, 2015 12:33:35 PM

I85-1

My opinion is that the light rail should travel along I-5 to avoid traffic build up on Pacific Highway (during and after construction) and to avoid displacing too many homes. If it cuts up through the neighborhoods it will cause a lot of people to lose their homes.

Sent from my Verizon Wireless 4G LTE smartphone

Letter FW091

Davidson, Bree

Page 1

Response to Comment 186-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

From: [Bree Davidson - Earthlink](#)
To: [FWLE](#)
Subject: Federal Way Link Light Extension Draft EIS Comments
Date: Tuesday, April 28, 2015 11:10:07 AM
Attachments: [Federal Way Link Extension Draft EIS Comments April 28.docx](#)
[ATT00001.htm](#)

Hello Sound Transit Board,

I am sending the attached letter by mail as well for the public record, but assume that it will save your agency time by sending an electronic copy as well.

186-1

I strongly support the I-5 alignment options (especially the one put forth by the cities of Des Moines, Kent, and Federal Way). I believe those options would best serve all of the communities in the region and would increase ridership among those - myself included - who don't currently utilize public transit.

I strongly oppose the SR 99 alignments, especially the Highline College trench station, as it would require the demolition of my cute little family home, and would forever change our quiet, working class neighborhood.

Many thanks for your consideration,

Bree Davidson
:: (206) 354-8081
:: breedavidson@earthlink.net

Sent from my iPad

Response to Comment 186-2

Please see response to Common Comment 2.

Federal Way Link Extension Draft EIS Comments
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

April 28, 2015

Attn Sound Transit Board of Directors:

I wish to make my public comment regarding the Draft Environmental Impact Statement. I will testify at the upcoming meetings as well.

Disclosure: Our home would be acquired by Sound Transit if the SR99 Alternative with trench station at Highline College were to be selected. I consider this to be the worst of all of the options, and will make a case against it at the end of this letter. First, I'll present the case for the I-5 Alternative.

Case for the I-5 Alternative

This choice will best serve all of the cities in the region, will cost far less than the SR99 Alternative, will increase the use of public transit by non-commuters, and will improve the quality of life for the greatest number of Mid-Sound residents.

186-2 By running parallel to I-5, the Link Light Rail route will be convenient from the cities of Kent, Auburn, Des Moines and Federal Way. East-west travel tends to be quite congested from Seatac to Des Moines, Kent to Des Moines, and especially Auburn to Federal Way. By reducing travel times for those east of I-5, Link Light Rail will be far more attractive.

At nearly \$350 million less than the SR 99 Alternative, the I-5 Alternative will be the best use of public dollars. In addition, displacing only 29 businesses makes the best sense for local governments' tax bases and the region's economy.

I mentioned the use of public transit by non-commuters. I fit into that category, and can speak to why I never use public transit:

1. I do not commute – I'm a remote worker for a nationwide charity based out of New York. I'm glad that this status reduces my carbon footprint greatly.
2. I travel to Seattle during non-commute hours. While a bus trip from the Kent/Des Moines Park & Ride can be very quick (30 minutes during commute hours), the same trip takes up to two hours and multiple transfers midday. (I timed a 2 p.m. trip from my home to Westlake Center on Metro trip planner, and I would need to walk .6 miles to the nearest stop, transfer up to three times, and ride the bus for a minimum of 90 minutes.) Given that I can make the same trip by car in 30% of the time, I'll choose to drive nearly every time.
3. Light Rail, while very attractive for frequency and speed of travel, does not work if I cannot park at the station. Given that lots fill by 6:30 a.m., it's difficult – if not impossible – to find legal parking. Multiple times I've driven to the Tukwila station, searched for parking in vain, and ended up driving to Seattle anyhow, having added an unnecessary 20 minutes to my trip.

If the I-5 Alternative is chosen and the stations are located within easy walking distance of Park & Rides, travelers like me will be far more likely to use public transit midday and on evenings/weekends. By combining the rapid and reliable light rail option with the existing options to combine car, bus, and bike trips, using public transit to Seattle (for shopping, appointments, games and tourism) would become a very workable option.

186-3 On a less measurable level, I believe that frequent and reliable public transit options increase peoples' quality of life. I would look forward to less reliance on cars (and the associated costs of gas, insurance, and maintenance), less traffic-related stress, more leisure time on the train, and more engagement with the greater community. While some of these benefits will come with any of the alternatives chosen, picking the I-5 Alternative will bring this benefit to the greatest number of people from Kent and Auburn (in addition to those from Seatac, Des Moines and Federal Way).

Case Against SR 99 Alternative with Trench Station at Highline College

This option will poorly serve the cities of Kent and Auburn, will cost far more than the I-5 Alternative, and will negatively impact my neighborhood, my family, and the wildlife in Massey Creek.

186-4 Tucked on the far west side of SR 99, this route would be annoyingly inaccessible for those east of I-5. It can take more than 10 minutes to travel by car from the Kent/Des Moines Park & Ride to Highline Community College, and those extra 10 minutes would likely deter some commuters from using Link Light Rail at all.

This option is also far more expensive (\$350 million more than I-5), displaces 75 additional businesses, and serves only a small niche of the greater community. While Highline College is a very important institution, it will be well served by a station in easy walking distance to the east. There is no need for a dedicated station on the campus.

Displacement of Family Home

My family owns a small rambler at 23252 28th Ave S, and our house is so important to us. We've planted trees, landscaped the yard, painted every wall in the house, and refinished the kitchen (I wish you could see our hand-laid tiles – they are amazing.) This is the home we've made for our children. It's our anchor in the very wonderful town of Des Moines. We're active in the community (my wife sits on the Parks & Recreation Advisory Board and I'm spearheading the Field Day 5K to benefit the foundation of the Des Moines Waterfront Farmers Market), our kids are attached to their schools, and we hope to retire in this community.

Associated Financial Losses

We're 10 years in to a \$250,000 mortgage on a house that is currently valued at \$204,000. In the midst of the mortgage crisis, we watched our home value plummet as neighbors with comparable homes short-sold by as much as \$100,000. We remained responsible homeowners and taxpayers, and have watched values slowly start to recover. If we were to lose our home now, we would lose any opportunity to (re)build equity and would have to commit to a new mortgage on a timeframe that would interfere with our retirement plans.

Response to Comment 186-3

Please see Section 3.5.6 in Chapter 3, Transportation, for a description of non-motorized access to stations.

Response to Comment 186-4

Please see response to Common Comment 2. Please see Section 4.9, Ecosystems, of the Final EIS regarding impacts on wildlife and Massey Creek. Chapter 8 of the Final EIS discusses trade-offs among the alternatives.

Neighborhood Impact

186-5 [As I understand it, all 18 single-family homes on 28th Ave S would be demolished. Those of us who were displaced would have a very difficult time finding comparable/affordable homes in Des Moines, and our neighbors who were not displaced would be subject to many years of construction disruption. I can't imagine what the frogs, ducks and plants on Massey Creek would have to say about all of this. I can only assume they would be worried about losing some of their equity. (Brief moment of environmental humor. But seriously, think about the frogs.)

186-6 [For personal, financial, and environmental reasons, I hope that the I-5 Alternative is chosen, and that the project meets with much success and public support.

Kind Regards,

Bree Davidson

23252 28th Ave S
Des Moines, WA 98198
(206) 354-8081

Cc: Dave Upthegrove

Tina Orwall

Karen Keiser

Dave Kaplan

Response to Comment 186-5

Please see Appendix D4.1, Potentially Affected Parcels, of the Final EIS for a list of parcels that might be affected by the FWLE. Sound Transit would pay fair market value for property needed for the project and would provide relocation assistance for those displaced. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. Sound Transit evaluated potential impacts on wildlife and habitat. These impacts and potential avoidance, minimization, and mitigation measures are described in Section 4.9, Ecosystem Resources.

Response to Comment 186-6

Please see response to Common Comment 11.

Letter FW092

Peffer, Doug

Page 1

Response to Comment 187-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

From: purple@box920.bluehost.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Wednesday, April 29, 2015 3:05:58 PM

From: Doug Peffer <>

Message Body:
SR 99 Comment:

187-1

I-5 Comment: The big problem with the light rail was that it was suppose to be a high speed route for regular work commuters. But I have used the system and it has turned into a high priced very inefficient milk run. Now all the businesses want access to their stores. The cars are carrying more casual riders that would more efficiently be carried by rapid ride. All of these stops are ridiculous they slow what should be a fast transit systems for work commuters. The better option would to have few stops with fast transit from major park and rides to major employment sites, Seattle, Boeing, transfer to Everett rail, South Center, Federal Way, Airport, Highline might work lots of students teachers, and area commuters. Current line carries alot of street people with too many stops. Almost any bus is faster especially the Expresses which are often over filled with riders to and from work.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Doug Peffer
Address: 33309 1st Way S, Suite A-101
City: Federal Way
State: Washington
Zipcode: 98003

Email:

I live nearby. If so, where?: Browns PT

I work in the project area. If so, where?: Seattle

I own a business nearby. If so, where?: Federal Way

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Letter FW094

Nelson, Andrea

Page 1

From: andrea@juno.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Thursday, April 30, 2015 6:05:55 PM

From: Andrea Nelson <aerd@juno.com>

Message Body:

SR 99 Comment: I like this option best. It has the least amount of displacements. Going underground when possible is a good way to go. Yes, it may cost more, but in the long run you are saving real estate.

188-1 I-5 Comment: This is out of the way for easy access (foot traffic wise). This would cut down on money making potential in local transportation.

SR 99 to I-5 Comment: This option seems to be a compromise between the SR 99 and I-5 options. It seems to be the best bang for your buck, but not really contributing to local access.

I-5 to SR 99 Comment: I'm torn between the SR 99 option and this one. This would save 5 billion though...compared to SR 99. This has a decent amount of local access.

Environmental Comment:

188-2 Other Comment: I like the idea of local access for the stations. This increases ridership, which is ultimately what is needed. If you have to drive to get to a station, it kind of defeats the purpose of the service. Local access should cause businesses to benefit as well.

Name: Andrea Nelson
Address: 23453 16th AVE S, A304
City: Des Moines
State: WA
Zipcode: 98198

Email: aerd@juno.com

I live nearby. If so, where?: Between S 240th and Kent-Des Moines Rd.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment 188-1

Please see responses to Common Comments 2 and 3 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 188-2

Chapter 2, Alternatives Considered, and Section 3.5.6, Non-motorized Facilities, of the Final EIS describe proposed facilities to provide local access to the FWLE stations. Chapter 2 also describes how Sound Transit, in partnership with stakeholders, modified the Preferred Alternative to provide better access to the station areas.

Letter FW095

Simpson, Seth

Page 1

From: ireddell@box920.bushnet.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension()
Date: Thursday, April 30, 2015 4:19:06 PM

From: Seth Simpson <simpson.seth@gmail.com>

Message Body:

SR 99 Comment: The only way to not ruin businesses on 99 would be to run down the medium of SR99 in the Kent /Des Moines option #2. It would have the least impact on current businesses. Any alternative would create a multi million dollar move for my business with the expense to the tax payer. Also relocating my business would potentially affect my bottom line also costing the tax payers millions of dollars.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: My business properties are located at 23407 and 23419 pacific Hwy South. We are currently the 4th largest recreational 502 store in the State of Washington. Moving my businesses would cost several Millions of dollars not including the properties. Just the move alone. And the light rail would also be liable for loss of business which could be in the millions as well.

Other Comment: I will fight this option.

Name: Seth Simpson
Address: 23407 & 23419 pacific hwy south
City: Des Moines
State: wa
Zipcode: 98198

Email: simpson.seth@gmail.com

I live nearby. If so, where?: my business would be impacted

I work in the project area. If so, where?:

I own a business nearby. If so, where?: same as above addresses

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment I89-1

Please see Appendix D4.1, Potentially Affected Parcels, of the Final EIS for a list and maps of parcels that might be affected by the FWLE. Sound Transit would pay fair market value for property needed for the project, and would provide relocation assistance for those displaced. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

Letter FW096

Nelson, Lesley

Page 1

From: ureddj@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Thursday, April 30, 2015 2:40:56 PM

From: Lesley Nelson <lesleys22@hotmail.com>

Message Body:

190-1 SR 99 Comment: I think this is best option.

I-5 Comment: My home would be greatly negatively affected by this plan.

SR 99 to I-5 Comment: My home would be greatly negatively affected by this plan.

190-2 I-5 to SR 99 Comment: My home would be greatly negatively affected by this plan.

Environmental Comment: Major construction concerns getting to my home. I have a business from home and people visit my home daily for business. This would greatly impact my business and home.

190-3 Other Comment: I don't think this is necessary. Stop it at 200th street station. Bus system works fine.

Name: Lesley Nelson
Address: 20732 13th Ave S
City: SeaTac
State: Wa
Zipcode: 98198

Email: lesleys22@hotmail.com

I live nearby. If so, where?: I live in SeaTac, own a rental in Des Moines right off I-5

I work in the project area. If so, where?: I have a business out of my home

I own a business nearby. If so, where?: In my home

I attend school in the project area. If so, where?: My child will attend school in area

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment 190-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 190-2

Construction impacts are described in Chapter 5, Construction of the Final EIS. Please see Section 5.2.1 of Chapter 5 for transportation-related impacts, including access.

Response to Comment 190-3

Please see Chapter 1, Purpose and Need, of the Final EIS for a discussion of the purpose and need for extending light rail from S 200th to Federal Way.

Letter FW097

Strawser, Ruth

Page 1

From: ruth@thru926.bvnet.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Thursday, April 30, 2015 9:07:08 AM

From: Ruth Strawser <granbyco53@msn.com>

Message Body:

SR 99 Comment: This alternative is way too costly and way too disruptive to current commuters and terrible impact to business, not to mention the high number of business relocations that would be required. And it would add noise to an already noise-impacted area. DO NOT CHOOSE!

191-1 I-5 Comment: The I-5 Alternative with Kent Des Moines I-5 At Grade Station IS MY PREFERRED ALTERNATIVE. It is low cost, would be less disruptive to current commuters, follows an already built transportation corridor (I-5), would require fewer business relocations in an already difficult economic environment where businesses are already struggling, and achieves ridership estimates.

SR 99 to I-5 Comment: This alternative is more disruptive, but again lower cost and in the same transportation corridor used by existing I-5. This alternative would be my second choice.

191-2 I-5 to SR 99 Comment: This alternative is too costly and way too disruptive to current commuters and businesses and would bring SR 99 to a standstill during construction and terribly unsightly when built. And the noise it would generate for a community already impacted with airplane noise would be just too much. Don't get me wrong, I'm use to the airport noise, just don't add any more noise! DO NOT CHOOSE!

191-3 Environmental Comment: While I believe we have stripped away too many trees from this land of ours already, with proper mitigation and building the link rail extension in an already "industrial" type transportation corridor (I-5 alignment) there would be less environmental impact. Its appearance would be less unsightly and would have less impact on the view of our most precious environmental gem - Puget Sound. As mentioned previously, the I-5 Alternative would keep the noise in an already established transportation/commuter corridor. That is where it belongs.

191-4 Other Comment: In my view SR99 is an arterial roadway and building along it would have a much greater impact to the environment -- is closer to water for one reason. In a city where traffic congestion is pretty close to the top of the list of negatives for this region, it makes absolutely no sense to build the extension other than along I-5. Frankly, riders just want a quick and easy way to their work. Support for options more supportive of TOD is very low in importance to me. It is about moving people and reducing the number of cars on the area roadways. I'll do my shopping elsewhere than at/near a transit station/center. Therefore, I strongly urge the choice be made for the I-5 Alternative with Kent Des Moines I-5 At Grade Station. Thank you for the opportunity to comment on this important transportation link.

Name: Ruth Strawser
Address: 1435 South 263rd Place
City: Des Moines
State: WA
Zipcode: 98198

Email: granbyco53@msn.com

I live nearby. If so, where?: I live in the Woodmont area of Des Moines, west of SR 99.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Response to Comment 191-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 191-2

Please see Section 4.7, Noise and Vibration, for a discussion of noise impacts and proposed mitigation. All impacts could be mitigated.

Response to Comment 191-3

All FWLE alternatives would travel along existing transportation corridors. Impacts from loss of vegetation are described in Section 4.5, Visual and Aesthetic Resources, and Section 4.9, Ecosystems. Sound Transit would mitigate removal of trees in accordance with the Washington State Department of Transportation (WSDOT) and local jurisdiction requirements. Section 4.5 also describes the visual impacts of all of the alternatives and identifies areas where the SR 99 Alternative would intrude on views that residents have of the Puget Sound.

Response to Comment 191-4

Please see response to Common Comment 11.

No comments

Other (please specify): We live in a uniquely beautiful corner of this great nation. Moving people about is important. I've taken light rail into Seattle. I've seen the stations and the pillars and the track. Running this along I-5 just makes sense to me from an environmental and an aesthetic viewpoint.

--

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Letter FW098

Deppe, Rober

Page 1

Response to Comment I92-1

Please see response to Common Comment 5 in Table 9-6 of Chapter 9 of the Final EIS.

From: ireddell@box9201.hushmail.com
To: EWLE
Subject: Comment: ST Federal Way Link Extension
Date: Friday, May 01, 2015 10:07:39 AM

From: Rober Deppe <robertdeppe6@gmail.com>

Message Body:
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

I92-1 Other Comment: One of the major problem I have with the current plans is the lack of parking at the future and existing light rail stations. I travel downtown twice a week and try to find suitable parking at the Tukwila Light Rail Station and often spend 30 minutes looking for parking. With the potential growth in the south end - without additional parking the use of the light rail service will be of little use to decrease the traffic

Name: Rober Deppe
Address: 18215 51 Ave S
City: SeaTac
State: WA
Zipcode: 98188

Email: robertdeppe6@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I try to use the light rail to travel downtown (Seattle) as much as possible - if I can find parking at the station. To me, it's important to cut down on driving and parking my car downtown.

--
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Letter FW099

Hobbs Jr., Thomas

Page 1

Response to Comment 193-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

From: [Thomas Hobbs Jr.](#)
To: [FWLE](#)
Subject: Draft EIS
Date: Friday, May 01, 2015 2:55:29 PM

193-1

I prefer the SR 99 Alternative, with as much trenching as possible. I like the idea of the light rail mirroring PacHwy as much as possible with a station located at the Redondo P&R. This will give me a great opportunity to utilize the Light rail when necessary.

Thanks

THOMAS HOBBS JR | REDFIN | AGENT
thomas.hobbs@redfin.com | Tel: 253-250-7073 | Fax: 253-444-5015

Letter FW100

Sieler, Kevin

Page 1

From: ureddj@box920.bluehost.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Friday, May 01, 2015 10:36:28 PM

From: Kevin Sieler <kevin.sieler@alaskaair.com>

Message Body:

194-1 SR 99 Comment: SR 99 Alternative with S 216th West Station, HC Station, S 260th East Station, Redondo Trench Station and FW Transit Center.

I-5 Comment: No! - Light rail must have easy access to/from local neighborhoods and lots of parking

SR 99 to I-5 Comment: No! - Light rail must have easy access to/from local neighborhoods and lots of parking

194-2 I-5 to SR 99 Comment: No! - Light rail must have easy access to/from local neighborhoods and lots of parking

Environmental Comment: No worries

Other Comment: Light rail must have easy access to/from local feeder neighborhoods and lots of parking at each station.

Name: Kevin Sieler
Address: 2615 SW 335th CT
City: Federal Way
State: WA
Zipcode: 98023

Email: kevin.sieler@alaskaair.com

I live nearby. If so, where?: 2615 SW 335th CT, Federal Way

I work in the project area. If so, where?: Next door to Angle Lake Station

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Response to Comment 194-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 194-2

Please see responses to Common Comments 1 and 5.

Letter FW101

Loeffler, Brian

Page 1

From: briloeffler@comcast.net
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Friday, May 01, 2015 7:50:09 PM

From: Brian Loeffler <briloeffler@comcast.net>

Message Body:

195-1 SR 99 Comment: Seems like it would completely bog down that arterial during construction and possibly takes away lanes that could remain for HOV or buses. Businesses along the SR99 corridor would be staring at that elevated track. 195-2

195-3 I-5 Comment: I would highly recommend aligning the option to the park & rides. The parking options right now for light rail stations is very limited so continuing to add options after Angle Lake would be a great thing. The Seattle region is not the most walkable option for people to any of the stations so I always think that there will be a driving component that may be involved. This option also gives better access to the Kent/Auburn valley of getting up those west hills and having access to a station. I like the P&R option at 320th because it's also seems like the most reasonable to envision future expansion to the south along I-5 and towards Tacoma.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Brian Loeffler
Address: 14626 12th Avenue SW
City: Burien
State: WA
Zipcode: 98166

Email: briloeffler@comcast.net

I live nearby. If so, where?: Burien

I work in the project area. If so, where?: Kent

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Response to Comment 195-1

Please see Section 5.2.1, Transportation, of the Final EIS, for a description of lane closures needed for construction of each alternative and the impacts from these closures.

Response to Comment 195-2

Please see Section 4.5, Visual and Aesthetic Resources, of the Final EIS for a discussion of visual impacts and potential mitigation measures for all FWLE alternatives.

Response to Comment 195-3

Please see responses to Common Comments 2, 5, and 6 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW102

Scott, Mary

No comments

Page 1

4. Please tell us about yourself. Why are you interested in the project?

- ☒ I live nearby. If so, where? Des Moines
- ☐ I work in the project area. If so, where? _____
- ☐ I own a business nearby. If so, where? _____
- ☐ I attend school in the project area. If so, where? _____
- ☐ Other _____

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return address

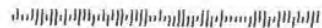
SEATTLE WA 98101

01 MAY 2015 PM 7 L



Attention: Federal Way Link Extension Draft EIS Comments
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

58104282601



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Stay in touch

Sound Transit is required to mail a notice to each person that comments on the Draft EIS to announce when the Final EIS is available. Please help us meet this requirement by providing your name and mailing address:

Name Mary Scott

Mailing Address 24707 10th Ave S

City, State, Zip Des Moines WA 98198

If you would like to receive project updates by email, please provide your email address: _____

Send us your comments

The Federal Transit Administration and Sound Transit invite your comments on the Draft Environmental Impact Statement (EIS). The Draft EIS comment period ends on May 26, 2015. All comments received during the comment period will be addressed in the Final EIS. Return this form at a public hearing or mail to the address provided on the back. Comments can also be provided by email to FWLE@soundtransit.org or submitted online at FederalWayLink.org.

1. Please share your comments about the project alternatives and station options

196-1 SR 99 Alternative *It is essential for the good of the people in this community that the light rail stop at Highline Community College. This is the only route that does so.*

I-5 Alternative

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

Response to Comment 196-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW103

Odwyer, William

Page 1

From: uretdai@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Saturday, May 02, 2015 4:50:34 PM

From: WILLIAM ODWYER <billjanio@earthlink.net>

Message Body:
SR 99 Comment:

197-1 I-5 Comment: I like the I-5 Alternative with a Kent/Des Moines SR 99 East station. This facilitates Highline College students ridership. The link should only have stations where there is an I-5 exit to facilitate car drivers to park and ride the light rail. Keep the RapidRide bus along SR99. No need to have light rail along SR99. Minimizes congestion during construction and operation. 197-2

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

197-3 Environmental Comment: Near I-5 except for KM/HC station minimizes noise to residents.

197-4 Other Comment: I'm very happy that the light rail is being extended even if my alternative is not picked. Sound Transit people were excellent at both neighborhood meetings I attended.

Name: WILLIAM ODWYER
Address: 22411 28TH AVE S
City: DES MOINES
State: WA
Zipcode: 98198

Email: billjanio@earthlink.net

I live nearby. If so, where?: Just north of Highline College on the west side of 28th Ave. S

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Will make it easier for me to get to the Airport and downtown Seattle.

--

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Response to Comment 197-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 197-2

All build alternatives would maintain RapidRide A Line service along SR 99. This service would provide access to the FWLE stations.

Response to Comment 197-3

Section 4.7, Noise and Vibration, provides information noise impacts from all FWLE alternatives. All noise impacts could be mitigated.

Response to Comment 197-4

Please see response to Common Comment 2.

Letter FW104

Arslangiray, Ismail

Page 1

Response to Comment I98-1

Please see response to Common Comment 10 in Table 9-6 of Chapter 9 of the Final EIS.

From: irrsdgi@box920.bluehost.com
To: EWLE
Subject: Comment: ST Federal Way Link Extension
Date: Saturday, May 02, 2015 4:04:04 PM

From: Ismail Arslangiray <iarslangiray@yahoo.com>

Message Body:
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

I98-1 [Environmental Comment: Your project is too slow and nothing but pissing money away instead of building it

Other Comment:

Name: Ismail Arslangiray
Address: 2906 N 30th
City: Tacoma
State: WA
Zipcode: 98407

Email: iarslangiray@yahoo.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I am believer of public project. But yours is mismanaged and horrid

--

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Letter FW105

Upton, Shawn

Page 1

From: uredd@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Saturday, May 02, 2015 1:43:46 PM

From: Shawn Upton <flexkeys@yahoo.com>

Message Body:

199-1 SR 99 Comment: How are the business displacement numbers counted? Do multi-tenant buildings count as one or the number of businesses displaced.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Shawn Upton
Address: 2201 So. 312th St. #37
City: Federal Way
State: WA
Zipcode: 98003

Email: flexkeys@yahoo.com

I live nearby. If so, where?: Two blocks north of FW Transit Center

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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Response to Comment 199-1

The number of units in a building determines the number of displaced businesses or residences. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for additional information on business displacements.

Letter FW106

Swanson, Hilmer

Page 1

Response to Comment I100-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

From: przsig@box300.bluewin.ch
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Saturday, May 02, 2015 12:19:13 PM

From: Hilmer Swanson <hilmers@aol.com>

Message Body:
SR 99 Comment:

1100-1 I-5 Comment: I believe that the Midway to Star Lake to Federal Way route for light rail should be along I-5. It is lower cost, fastest to install, fastest operating travel time and least disruptive for homes and business of all the suggested routes.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Hilmer Swanson
Address: 4018 S. 272 St.
City: Kent
State: WA
Zipcode: 98032

Email: hilmers@aol.com

I live nearby. If so, where?: Residence at 4018 S. 272 St.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Letter FW107

Hosick, Dave

Page 1

From: prddigi@cox920.bluhost.com
To: [FWLE](#)
Subject: ST Federal Way Link Extension
Date: Saturday, May 02, 2015 7:37:47 AM

From: Dave Hosick <pappa56@comcast.net>

Message Body:

SR 99 Comment: The disruption of lives and vehicle traffic and cost. Make this a non starter for me.

I-5 Comment: this would be my second choice even though I don't like the amount of people being effected.

1101-1 SR 99 to I-5 Comment: I believe this is the best plan with the least amount of disruption for the communities involved

I-5 to SR 99 Comment: Cost is to much, displacement is to high and I see no advantage to this route.

Environmental Comment:

1101-2 Other Comment: Another concern is how any of these plans might impact the 509 to I-5 connection. Or how can the two construction projects be combined to save money, if they cross paths.

Name: Dave Hosick
Address: 2819 S. 299th PL
City: Federal Way
State: wa
Zipcode: 98003

Email: pappa56@comcast.net

I live nearby. If so, where?: Federal way by military Road

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

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Response to Comment 1101-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1101-2

See Section 2.6, Relationship to RapidRide A Line and SR 509 Extension Project, of the Final EIS for a discussion of the relationship between the FWLE and the SR 509 Extension. The Preferred Alternative has been designed to not conflict with the SR 509 Extension. As design progresses on both projects, Sound Transit will coordinate with WSDOT to identify opportunities to coordinate construction and reduce costs for both projects.

Letter FW108

Morlas, Ruth

Page 1

From: prtdil@box920.bluehost.com
To: [FWLE](#)
Subject: Comment: ST Federal Way Link Extension()
Date: Sunday, May 03, 2015 9:08:49 PM

From: Ruth Morlas <ruth.morlas@gmail.com>

Message Body:

SR 99 Comment: I don't like this option because it would be a huge eye sore all along SR-99.

I-5 Comment: I don't like this option because there doesn't seem to be enough stations along the way between Fed Way and the existing stations.

SR 99 to I-5 Comment: This is probably the best option to keep SR-99 aesthetically pleasing as well as providing enough stations along the way with one at 216th St.

I-5 to SR 99 Comment: I don't like this option because it resembles the SR-99 Alternative too much.

Environmental Comment: I would think that building the route as close to I-5 as possible should minimize the environmental impacts.

Other Comment:

Name: Ruth Morlas
Address: 21507 42nd Ave S
City: Sealac
State: WA
Zipcode: 98198

Email: ruth.morlas@gmail.com

I live nearby. If so, where?: Near SR 99 and 216th St

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment I102-1

Section 4.5, Visual and Aesthetic Resources, describes how visual impacts for all FWLE alternatives could be mitigated.

Response to Comment I102-2

Chapter 8, Alternatives Evaluation, includes a comparison of alternatives and shows the trade-offs among alternatives, including ridership, cost, and environmental impacts. The Preferred Alternative would minimize some types of impacts, such as visual impacts, noise impacts, and business displacements, but would have greater vibration impacts, ecosystem impacts, and residential displacements.

Letter FW109

Hayden, Alice

Page 1

From: prdigil@box320.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Sunday, May 03, 2015 5:47:11 PM

From: Alice Hayden <lighthousegal60@gmail.com>

Message Body:
SR 99 Comment:

1103-1 I-5 Comment: Using the I-5 route will minimize increased hwy 99 traffic due to the transit

SR 99 to I-5 Comment:

1103-2 I-5 to SR 99 Comment: This would allow for Highline college access without impacting the surrounding neighborhood

Environmental Comment:

Other Comment:

Name: Alice Hayden
Address: 23240 27th Ave So
City: Des Moines
State: WA
Zipcode: 98198

Email: lighthousegal60@gmail.com

I live nearby. If so, where?: see above address

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--
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Response to Comment 1103-1

Chapter 3, Transportation, of the Final EIS describes traffic impacts associated with all FWLE alternatives. The project would reduce the amount of vehicle miles traveled (VMT) at the regional level, as described in Section 3.5.1 of the Final EIS. As described in Section 3.5.3, near all proposed stations, traffic is expected to increase due to additional vehicles and buses accessing the station.

Response to Comment 1103-2

All FWLE alternatives would provide access to Highline College.

Letter FW110

Dupleich, Marlys

Page 1

From: jmsdidi@box920.bluehost.com
To: [FW: E](#)
Subject: Comment: ST Federal Way Link Extension
Date: Monday, May 04, 2015 4:51:59 PM

From: Marlys Dupleich <iacopaya@comcast.net>

Message Body:
SR 99 Comment:

1104-1 I-5 Comment: I-5 Alternative (with Kent/Des Moines I-5 At-Grade Station) has the lowest cost with the least business displacements and commercial land acquired. Residential displacements are higher than some alternatives, but residents would have plenty of time to plan. This would be my (and my husband's) preference.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

1104-2 Other Comment: You have done an exceptional job with the draft and information available.

Name: Marlys Dupleich
Address: 25112 43rd Ave S
City: Kent
State: WA
Zipcode: 98032

Email: iacopaya@comcast.net

I live nearby. If so, where?: Kent/Des Moines area

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

...

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Response to Comment 1104-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1104-2

Thank you for your comment.

Letter FW112

Bailey, Courtni

Page 1

From: curdligit@box920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Tuesday, May 05, 2015 10:50:46 PM

From: Courtni Bailey <courtni.bailey@gmail.com>

Message Body:

SR 99 Comment: If your going SR 99, you have to have a station at Highline CC. There is no need for a 216th St station after Angel Lake. At the 272nd stop make sure there is plenty of parking, if you get more parking with a trench, then do that. And I think it should link to the Federal Way TC. Parking is always an issue, just make sure there are plenty. This would be my #2 option.

1105-1 I-5 Comment: If you do the I-5 route, then I would suggest have a stop at Kent/Des Moines SR 99 East Station, to make it easier for students at HCC to commute. For the Federal Way station either Federal Way S 320th Park & Ride Station or Federal Way Transit Center Station. This is my #3 option.

SR 99 to I-5 Comment: I LOVE the idea of SR99 to I-5, but I wish the last SR99 stop was closer to HCC, not on 308th Ave. And I do not think there needs to be a 216th St stop. I think this is the best option. My #1 choice.

I-5 to SR 99 Comment: I think this is silly. There is no stop on I5 so I don't know why you would do this. My #4 option.

1105-2 Environmental Comment: I understand the impacts and do not worry as much about them.

1105-3 Other Comment: Make sure parking is available at all stations. I live no where near a bus stop and drive to stations and park my car for the day. Parking lots at the following stations are full by 7am Monday thru Thursday: Kent, Auburn and Tukwila Int'l. Making it hard for families that have to get children to school and then want to take later transit.

Name: Courtni Bailey
Address: 3104 M Drive NE
City: Auburn
State: WA
Zipcode: 98002

Email: courtni.bailey@gmail.com

I live nearby. If so, where?: I live in Auburn, WA off 272nd.

I work in the project area. If so, where?: n/a

I own a business nearby. If so, where?: n/a

I attend school in the project area. If so, where?: n/a

Other (please specify): I work in Seattle, and want more options then the Sounder which does not have mid-day runs.

--
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment 1105-1

All FWLE alternatives would provide access to Highline College with the Kent/Des Moines Station. Please see response to Common Comment 5 in Table 9-6 of Chapter 9 of the Final EIS. The Preferred Alternative includes a Kent/Des Moines Station located on the west side of 30th Avenue S. The Federal Way Transit Center Station would be located at the Federal Way Transit Center and would add 400 new parking spaces to the 1200 that are now there. See Appendix C, Alternatives Analysis Reports and Scoping Summary, of the Final EIS for a description of how alternatives and their stations were developed.

Response to Comment 1105-2

Sound Transit is committed to mitigating project impacts. Details about proposed mitigation are provided in Appendix H.

Response to Comment 1105-3

Please see response to Common Comment 5.

Letter FW113

Wert, Jerry

Page 1

From: prdfgii@cox920.bluehost.com
To: FWLE
Subject: Comment: ST Federal Way Link Extension
Date: Tuesday, May 05, 2015 9:47:48 PM

From: Jerry Wert <werfj@yahoo.com>

Message Body:

SR 99 Comment: This is attractive because it displaces the least residents, but is the most expensive and in my opinion the riskiest in terms of cost increases.

I-5 Comment: Too many residents are displaced.

SR 99 to I-5 Comment: I like this option the best because it is doable, displaces an acceptable number of residents and will contain costs.

I-5 to SR 99 Comment: This is a mess.

Environmental Comment: The positive environmental impact of all options far outweigh the impact of doing nothing. Too much time is wasted on this topic. Try to stay near the I5 corridor. Can the midway landfill be used for parking?

Other Comment: SoundTransit has done an abysmal job so far. None of the stations in the south end have adequate parking to meet the needs of commuters and even goers. We would use the Tukwila station but there is no parking and we do not like the bus options - feel they are too dangerous.

Name: Jerry Wert
Address: 29355 13th ave s
City: federal way
State: wa
Zipcode: 98003

Email: werfj@yahoo.com

I live nearby. If so, where?: north federal way

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment I106-1

Please see responses to Common Comments 1 and 3 in Table 9-6 of Chapter 9 of the Final EIS. Chapter 8, Alternatives Evaluation, includes a comparison of alternatives and shows the trade-offs among alternatives, including ridership, cost, and environmental impacts.

Response to Comment I106-2

The Preferred Alternative would be located primarily along the I-5 corridor.

Response to Comment I106-3

The Midway Landfill is owned and managed by Seattle Public Utilities. Parking on this property would be too far from the Kent/Des Moines station.

Response to Comment I106-4

Please see response to Common Comment 5.

Letter FW114

Ojeda Espinoza, Ivette

Page 1

From: jaredhill@trox920.hicopnet.com
To: FW: E
Subject: Comment: ST Federal Way Link Extension
Date: Tuesday, May 05, 2015 9:40:21 AM

From: Ivette Ojeda Espinoza <i.stephanie.ojeda@gmail.com>

Message Body:

1107-1 SR 99 Comment: I like the SR 99 route alternative route. It has fewer residential displacements than many of the other routes. A station at Highline College, or on 99 adjacent to Highline college is essential. The college is a hub of activity and travel. A station on 99 at Highline or at Highline is ideal to increase economic development and activity in the area, and to improve commutes to/from the college and Seattle.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

1107-2 Other Comment: A station at 272nd in the Redondo shopping center would be beneficial to that area, particularly as ACE has vacated their building.

Name: Ivette Ojeda Espinoza
Address: 26856 12th Ave S
City: Des Moines
State: WA
Zipcode: 98198

Email: i.stephanie.ojeda@gmail.com

I live nearby. If so, where?: I live in the Redondo/Woodmon area, blocks from the possible 272nd/99 station

I work in the project area. If so, where?: I work at Highline College

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment 1107-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1107-2

The S 272nd Redondo Station for the SR 99 and I-5 to SR 99 alternatives would be located at the Redondo Heights Park-and-Ride, which is near this shopping center. Due to the area needed for a station and staging during construction, a station at this shopping center would require displacing many of the businesses there.

Letter FW115

Dugan, Andrew

Page 1

From: andydugan@comcast.net
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Tuesday, May 05, 2015 4:41:55 AM

From: Andrew Dugan <andydugan@comcast.net>

Message Body:
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment: To serve the public best the route I like is "SR 99 to I-5 alternative with S 216th West Station". This route is pictured on page 36 in the Draft EIS Summary handout. In my opinion this route strikes a good balance of being easily accessible to riders, displaces less businesses and keeps the costs down. In comparison the route that stays along SR 99 (pg. 30) and has stations at S 216th and S 260th is the most accessible to riders but displaces more businesses and the costs are higher. In contrast the route that follows I-5 and has an at-grade Kent/Des Moines station (pg. 32) and a station at S 272nd has the lowest costs attached to it but unfortunately is the least accessible to riders.

This route has a station at S 216th in a trench style layout and format. This station is good for walk on riders and also allows walk on riders to easily shop at the local Safeway. As the light rail tracks continue south on this route it follows SR 99 shortly and then swings east over Kent-Des Moines road and then turns south to follow 30th Ave S. The alternate Kent-Des Moines 30th Ave East Station is the best location for this station, in my opinion, for several reasons. Most importantly, I think this location is close enough to the Kent-Des Moines Park & Ride for potential riders to walk to and from that station. Secondly, if an elevated sky bridge is constructed from the station to Highline College the students will gladly walk the increased distance to that station. The K-DM 30th Ave East Station will displace a lot less businesses along SR 99 than the station options closer to Pac-Highway. This station option has higher costs but is accessible to more riders and has more TOD potential. Lastly, when the light rail route gets to the Federal Way Transit Center Station, I believe it is best for the train to exit this station traveling west so that it can more easily continue its way along SR 99 to Tacoma.

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Andrew Dugan
Address: 24440 Russell Road, Apt. # 245
City: Kent
State: WA
Zipcode: 98032

Email: andydugan@comcast.net

I live nearby. If so, where?: I live in the Kent valley. I like living in Kent. I

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

Response to Comment I108-1

The Preferred Kent/Des Moines Station would be located on the west side of 30th Avenue S. Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS regarding access to Highline College. Please see response to Common Comment 6 regarding connections south to Tacoma. Although a potential additional station at S 216th Street is evaluated in the EIS, it is not funded under ST2 or proposed for funding under ST3. Chapter 8, Alternatives Evaluation, of the Final EIS describes the trade-offs among the FWLE alternatives.

Letter FW116

Dugan, Andrew

Page 1

Response to Comment I109-1

See response to letter FW115.

From: andugan@box920.bluehost.com
To: [FW116](#)
Subject: Comment - ST Federal Way Link Extension
Date: Tuesday, May 05, 2015 6:00:04 AM

From: Andrew Dugan <andydugan@comcast.net>

Message Body:

SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment: I choose the SR 99 to I-5 Alternate with S 216th West Station. To serve the public best the route I like is "SR 99 to I-5 alternative with S 216th West Station". This route is pictured on page 36 in the Draft EIS Summary handout. In my opinion this route strikes a good balance of being easily accessible to riders, displaces less businesses and keeps the costs down. In comparison the route that stays along SR 99 (pg. 30) and has stations at S 216th and S 260th is the most accessible to riders but displaces more businesses and the costs are higher. In contrast the route that follows I-5 and has an at-grade Kent/Des Moines station (pg. 32) and a station at S 272nd has the lowest costs attached to it but unfortunately is the least accessible to riders.

This route has a station at S 216th in a trench style layout and format. This station is good for walk on riders and also allows walk on riders to easily shop at the local Safeway. As the light rail tracks continue south on this route it follows SR 99 shortly and then swings east over Kent-Des Moines road and then turns south to follow 30th Ave S. The alternate Kent-Des Moines 30th Ave East Station is the best location for this station, in my opinion, for several reasons. Most importantly, I think this location is close enough to the Kent-Des Moines Park & Ride for potential riders to walk to and from that station. Secondly, if an elevated sky bridge is constructed from the station to Highline College the students will gladly walk the increased distance to that station. The K-DM 30th Ave East Station will displace a lot less businesses along SR 99 than the station options closer to Pac-Highway. This station option has higher costs but is accessible to more riders and has more TOD potential.

Lastly, when the light rail route gets to the Federal Way Transit Center Station, I believe it is best for the train to exit this station traveling west so that it can more easily continue its way along SR 99 to Tacoma.

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Andrew Dugan
Address: 24440 Russell Road, Apt. # 245
City: Kent
State: WA
Zipcode: 98032

Email: andydugan@comcast.net

I live nearby. If so, where?: I believe this light rail is very important for people that commute along this corridor. The population in this region will increase dramatically in the future so we need to build infrastructure to support a more dense population.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Letter FW118

Hanson, Madge A.

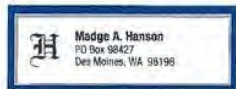
No comments

Page 1

4. Please tell us about yourself. Why are you interested in the project?

- ☒ I live nearby. If so, where? 24910 15 AVE SO
- ☐ I work in the project area. If so, where? _____
- ☐ I own a business nearby. If so, where? _____
- ☐ I attend school in the project area. If so, where? _____
- ☐ Other _____

FOLD HERE FOR MAILING



SEATTLE WA 981
05 MAY 2015 PM 8 T



Attention: Federal Way Link Extension Draft EIS Comments
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

FOLD HERE FOR MAILING

Stay in touch

Sound Transit is required to mail a notice to each person that comments on the Draft EIS to announce when the Final EIS is available. Please help us meet this requirement by providing your name and mailing address:

Name MADGE A. HANSON

Mailing Address 24910 15 AVE SO

City, State, Zip DES MOINES, WA 98198-8535

If you would like to receive project updates by email, please provide your email address: _____

Send us your comments

The Federal Transit Administration and Sound Transit invite your comments on the Draft Environmental Impact Statement (EIS). The Draft EIS comment period ends on May 26, 2015. All comments received during the comment period will be addressed in the Final EIS. Return this form at a public hearing or mail to the address provided on the back. Comments can also be provided by email to FWLE@soundtransit.org or submitted online at FederalWayLink.org.

1. Please share your comments about the project alternatives and station options

SR 99 Alternative _____

I-5 Alternative _____

SR 99 to I-5 Alternative _____

I-5 to SR 99 Alternative _____

No Build _____

2. Please share your feedback on the environmental impacts

3. Other comments?

I ATTENDED THE APRIL 30 MEETING
AT DES MOINES COUNCIL CHAMBERS, BUT WAS UNABLE
TO GET THE HANDOUT BOOKLET SHOWING ALL THE
ROUTES. PLEASE MAIL THAT AND ANY OTHER
INFORMATION TO ME AT THE ADDRESS SHOWN ON
THIS SHEET. THANK YOU.

Madge A. Hanson 5-5-15

Response to Comment I110-1

The requested booklet was mailed by Sound Transit at the time this request was received.

Letter FW119

Hoel, Shan

Page 1

From: shantai@fox920.bushnet.com
To: FW-E
Subject: Comment: ST Federal Way Link Extension
Date: Wednesday, May 06, 2015 8:30:54 PM

From: Shan Hoel <hoel.s@hotmail.com>

Message Body:

1111-1 SR 99 Comment: SR 99 Alternative with S 216th West and Kent/Des Moines HC Campus Stations - This is the best option for long-term positive results.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: Much of this section of SR99 is in dire need of revitalization. Running the rail extension via this option will have similar positive impacts as it did in the MLK section near Seattle. Mitigation of the displacement impacts to existing businesses and residences is Federally mandated, so there is no net loss in that regard. Plus, the project will serve as a catalyst for the development of modern and sustainable infrastructure where there is currently either no existing infrastructure or the existing infrastructure is at/near the end of it's useful/design life.

1111-2 Other Comment: I strongly feel that the SR 99 Alternative with S 216th West and Kent/Des Moines HC Campus Stations is the best option for long-term positive results. The higher initial cost is outweighed by the TOD potential; plus, the Des Moines Creek Business Park and Highline College will benefit exponentially by being tied directly to SeaTac Airport and the University of Washington, respectively. In addition, much of this section of SR99 is in dire need of revitalization. Running the rail extension via this option will have similar positive impacts as it did in the MLK section near Seattle - it will serve as a catalyst for the development of modern and sustainable infrastructure where there is currently either no existing infrastructure or the existing infrastructure is at/near the end of it's useful/design life.

Name: Shan Hoel
Address: 201 S. 216th St.
City: Des Moines
State: WA
Zipcode: 98198

Email: hoel.s@hotmail.com

I live nearby. If so, where?: Des Moines North Hill

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment 1111-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1111-2

Please see response to Common Comment 1.

Letter FW120

Frangello, Jeri

Page 1

From: jerfrang@box920.kc.chstn.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Wednesday, May 06, 2015 7:54:04 PM

From: Jeri Frangello <jerber40@hotmail.com>

Message Body:

SR 99 Comment: Dear Sound Transit Board,

I am writing in support of the SR-99 Alignment option for the Angle Lake – Federal Way Link Light Rail Extension. Our reasons are as follows:

- 1112-1 1) The light rail has the potential to be a catalyst for more sustainable economic development in south west King County. To reach that long term potential, the stops need to be located where people and businesses are - or where we want them to be in the future. Concentrations of businesses and people are what we need for sustainable development.
- o The FAA facility that will be going in at 216th and 24th is a good example – it has 1600 employees. There should be a stop at 216th. If that facility is well served, other large-scale employers are more likely to locate there.
- 2) The light rail should be transit within our richly diverse community, not just another commuter train for people who work in Seattle. The Sounder Trains and express buses on I-5 already serve Seattle commuters – and do it faster.
- 3) No matter what the route, it's a lot of money (\$1.4-1.9 Billion). That money should be an investment with the greatest long term potential for serving – and improving the livability and quality of life – of our communities.
- 1112-2 o South West King County is disadvantaged compared to wealthier areas of King County in terms of life expectancy (77 vs. 85 yrs), household income (\$45.5k vs. \$118.5k) and educational attainment (bachelor's degree or higher 24% vs. 46% for the county as a whole). To a large degree, the current placement of infrastructure – the freeways, airport, and large-scale industrial and retail facilities – have created those disparities. The light rail route should make an explicit effort to improve this history by creating as much potential for sustainable, community-accessible, mixed development as possible.
- 1112-3 4) Public safety – as well as perceived safety – is another important argument for an SR-99 alignment. More ridership in well-traveled areas is safer. Keeping the stops in visible, busy destinations along Pacific Highway reduces the potential for riders to be targets for crime – or to feel that they are.
- 1112-4 This regional development project is a unique opportunity to simultaneously address many challenges facing South West King County in a positive manner. We have the chance to create a model of how suburban transit can permanently transform a diverse community that has been historically disadvantaged in terms of housing, education, jobs and local transportation. To ignore the local neighborhoods in favor of building yet another way for development to literally pass us by would be a short-sighted and costly mistake.

Signed,

Jeri Frangello-Anderson

City of Tukwila

I-5 Comment: Dear Sound Transit Board,

I am writing in support of the SR-99 Alignment option for the Angle Lake – Federal Way Link Light Rail Extension. Our reasons are as follows:

- 1112-5 1) The light rail has the potential to be a catalyst for more sustainable economic development in south west King County. To reach that long term potential, the stops need to be located where people and businesses are - or where we want them to be in the future. Concentrations of businesses and people are what we need for sustainable development.
- o The FAA facility that will be going in at 216th and 24th is a good example – it has 1600 employees. There should be a stop at 216th. If that facility is well served, other large-scale employers are more likely to locate there.
- 2) The light rail should be transit within our richly diverse community, not just another commuter train for people who work in Seattle. The Sounder Trains and express buses on I-5 already serve Seattle commuters – and do it faster.
- 3) No matter what the route, it's a lot of money (\$1.4-1.9 Billion). That money should be an

Response to Comment I112-1

Although a potential additional station at S 216th Street is evaluated in the EIS, it is not funded under ST2 or proposed for funding under ST3. The FAA facility at S 216th Street would be accessible via light rail from the Angle Lake or Kent/Des Moines Station with a transfer to RapidRide A Line.

Response to Comment I112-2

Please see response to Common Comment 8 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I112-3

See Section 4.14, Public Services, Safety, and Security, for information on security at stations and how Crime Prevention Through Environmental Design (CPTED) principles would be incorporated.

Response to Comment I112-4

Please see response to Common Comment 8.

Response to Comment I112-5

See responses to comments I112-1 to I112-4 in this letter.

investment with the greatest long term potential for serving – and improving the livability and quality of life – of our communities.

o South West King County is disadvantaged compared to wealthier areas of King County in terms of life expectancy (77 vs. 85 yrs), household income (\$45.5k vs. \$118.5k) and educational attainment (bachelor's degree or higher 24% vs. 46% for the county as a whole). To a large degree, the current placement of infrastructure – the freeways, airport, and large-scale industrial and retail facilities – have created those disparities. The light rail route should make an explicit effort to improve this history by creating as much potential for sustainable, community-accessible, mixed development as possible.

4) Public safety – as well as perceived safety – is another important argument for an SR-99 alignment. More ridership in well-traveled areas is safer. Keeping the stops in visible, busy destinations along Pacific Highway reduces the potential for riders to be targets for crime – or to feel that they are. This regional development project is a unique opportunity to simultaneously address many challenges facing South West King County in a positive manner. We have the chance to create a model of how suburban transit can permanently transform a diverse community that has been historically disadvantaged in terms of housing, education, jobs and local transportation. To ignore the local neighborhoods in favor of building yet another way for development to literally pass us by would be a short-sighted and costly mistake.

Signed,

Jeri Frangello-Anderson

City of Tukwila

SR 99 to I-5 Comment: Dear Sound Transit Board,

I am writing in support of the SR-99 Alignment option for the Angle Lake – Federal Way Link Light Rail Extension. Our reasons are as follows:

1) The light rail has the potential to be a catalyst for more sustainable economic development in south west King County. To reach that long term potential, the stops need to be located where people and businesses are - or where we want them to be in the future. Concentrations of businesses and people are what we need for sustainable development.

o The FAA facility that will be going in at 216th and 24th is a good example – it has 1600 employees. There should be a stop at 216th. If that facility is well served, other large-scale employers are more likely to locate there.

2) The light rail should be transit within our richly diverse community, not just another commuter train for people who work in Seattle. The Sounder Trains and express buses on I-5 already serve Seattle commuters – and do it faster.

3) No matter what the route, it's a lot of money (\$1.4-1.9 Billion). That money should be an investment with the greatest long term potential for serving – and improving the livability and quality of life – of our communities.

o South West King County is disadvantaged compared to wealthier areas of King County in terms of life expectancy (77 vs. 85 yrs), household income (\$45.5k vs. \$118.5k) and educational attainment (bachelor's degree or higher 24% vs. 46% for the county as a whole). To a large degree, the current placement of infrastructure – the freeways, airport, and large-scale industrial and retail facilities – have created those disparities. The light rail route should make an explicit effort to improve this history by creating as much potential for sustainable, community-accessible, mixed development as possible.

4) Public safety – as well as perceived safety – is another important argument for an SR-99 alignment. More ridership in well-traveled areas is safer. Keeping the stops in visible, busy destinations along Pacific Highway reduces the potential for riders to be targets for crime – or to feel that they are. This regional development project is a unique opportunity to simultaneously address many challenges facing South West King County in a positive manner. We have the chance to create a model of how suburban transit can permanently transform a diverse community that has been historically disadvantaged in terms of housing, education, jobs and local transportation. To ignore the local neighborhoods in favor of building yet another way for development to literally pass us by would be a short-sighted and costly mistake.

Signed,

Jeri Frangello-Anderson

City of Tukwila

I-5 to SR 99 Comment: Dear Sound Transit Board,

I am writing in support of the SR-99 Alignment option for the Angle Lake – Federal Way Link Light Rail

Extension. Our reasons are as follows:

1) The light rail has the potential to be a catalyst for more sustainable economic development in south west King County. To reach that long term potential, the stops need to be located where people and businesses are - or where we want them to be in the future. Concentrations of businesses and people are what we need for sustainable development.

o The FAA facility that will be going in at 216th and 24th is a good example - it has 1600 employees. There should be a stop at 216th. If that facility is well served, other large-scale employers are more likely to locate there.

2) The light rail should be transit within our richly diverse community, not just another commuter train for people who work in Seattle. The Sounder Trains and express buses on I-5 already serve Seattle commuters - and do it faster.

3) No matter what the route, it's a lot of money (\$1.4-1.9 Billion). That money should be an investment with the greatest long term potential for serving - and improving the livability and quality of life - of our communities.

o South West King County is disadvantaged compared to wealthier areas of King County in terms of life expectancy (77 vs. 85 yrs), household income (\$45.5k vs. \$118.5k) and educational attainment (bachelor's degree or higher 24% vs. 46% for the county as a whole). To a large degree, the current placement of infrastructure - the freeways, airport, and large-scale industrial and retail facilities - have created those disparities. The light rail route should make an explicit effort to improve this history by creating as much potential for sustainable, community-accessible, mixed development as possible.

4) Public safety - as well as perceived safety - is another important argument for an SR-99 alignment. More ridership in well-traveled areas is safer. Keeping the stops in visible, busy destinations along Pacific Highway reduces the potential for riders to be targets for crime - or to feel that they are. This regional development project is a unique opportunity to simultaneously address many challenges facing South West King County in a positive manner. We have the chance to create a model of how suburban transit can permanently transform a diverse community that has been historically disadvantaged in terms of housing, education, jobs and local transportation. To ignore the local neighborhoods in favor of building yet another way for development to literally pass us by would be a short-sighted and costly mistake.

1112-5 - Signed,

Jeri Frangello-Anderson

City of Tukwila

Environmental Comment:

Other Comment: Dear Sound Transit Board,

I am writing in support of the SR-99 Alignment option for the Angle Lake - Federal Way Link Light Rail Extension. Our reasons are as follows:

1) The light rail has the potential to be a catalyst for more sustainable economic development in south west King County. To reach that long term potential, the stops need to be located where people and businesses are - or where we want them to be in the future. Concentrations of businesses and people are what we need for sustainable development.

o The FAA facility that will be going in at 216th and 24th is a good example - it has 1600 employees. There should be a stop at 216th. If that facility is well served, other large-scale employers are more likely to locate there.

2) The light rail should be transit within our richly diverse community, not just another commuter train for people who work in Seattle. The Sounder Trains and express buses on I-5 already serve Seattle commuters - and do it faster.

3) No matter what the route, it's a lot of money (\$1.4-1.9 Billion). That money should be an investment with the greatest long term potential for serving - and improving the livability and quality of life - of our communities.

o South West King County is disadvantaged compared to wealthier areas of King County in terms of life expectancy (77 vs. 85 yrs), household income (\$45.5k vs. \$118.5k) and educational attainment (bachelor's degree or higher 24% vs. 46% for the county as a whole). To a large degree, the current placement of infrastructure - the freeways, airport, and large-scale industrial and retail facilities - have created those disparities. The light rail route should make an explicit effort to improve this history by creating as much potential for sustainable, community-accessible, mixed development as possible.

4) Public safety - as well as perceived safety - is another important argument for an SR-99 alignment. More ridership in well-traveled areas is safer. Keeping the stops in visible, busy destinations

1112.5 along Pacific Highway reduces the potential for riders to be targets for crime – or to feel that they are. This regional development project is a unique opportunity to simultaneously address many challenges facing South West King County in a positive manner. We have the chance to create a model of how suburban transit can permanently transform a diverse community that has been historically disadvantaged in terms of housing, education, jobs and local transportation. To ignore the local neighborhoods in favor of building yet another way for development to literally pass us by would be a short-sighted and costly mistake.

Signed,

Jeri Frangello-Anderson City of Tukwila

Name: Jeri Frangello
Address: 15021 43rd Place S
City: Tukwila
State: WA
Zipcode: 98188

Email: jerber40@hotmail.com

I live nearby. If so, where?: Tukwila

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Letter FW121

Shasha, Emmanuella

Page 1

From: emalig@fox950.hi.com
To: [FW121](#)
Subject: Comment: ST Federal Way Link Extension
Date: Wednesday, May 06, 2015 7:50:05 PM

From: Emmanuella Shasha <shalemoy@gmail.com>

Message Body:

1113-1 - SR 99 Comment: This is the best route for our community. It will help many people.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Emmanuella Shasha
Address: 1025 S 234th PL
City: Des Moines
State: Washington
Zipcode: 98188

Email: shalemoy@gmail.com

I live nearby. If so, where?: i am a resident of des moines and a highline alumnus

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment I113-1

Please see response to Common Comment and 11 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW122

Olsen, Elizabeth

Page 1

From: jnrdt@huy220.hiuchood.com
To: [FW-E](#)
Subject: Comment - ST Federal Way Link Extension
Date: Wednesday, May 06, 2015 1:38:55 PM

From: Elizabeth Olsen <JNolsen@yahoo.com>

Message Body:

1114-1 SR 99 Comment: If this gets it built faster and cheaper, This is the one. Just keep in mind that people prefer an express to airport option.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1114-2 Environmental Comment: If you are going to have to delay the project due to I-5 easements, this will be costly and a time component that is going frustrate everyone. I am not going to vote for anything that will cause a delay in the build out.

1114-3 Other Comment: I am retired, but very active user of mass transit. This should have been a priority years ago!

Name: Elizabeth Olsen
Address: 35421 1st Avenue So., Unit A
City: Federal Way
State: WA
Zipcode: 98003

Email: JNolsen@yahoo.com

I live nearby. If so, where?: I live by 317th park and ride

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I am retired, prefer and depend on mass transit.

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment I114-1

The FWLE to Kent/Des Moines is expected to open in 2023, regardless of the alternative selected. The I-5 Alternative, which was the lowest cost Draft EIS alternative, was identified as the Preferred Alternative by the Sound Transit Board. Travel times to the airport from south King County would improve with the project. Please see response to Common Comment 10 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I114-2

Sound Transit has been coordinating with WSDOT and FHWA throughout the FWLE project on use of the I-5 right-of-way and this process is not expected to delay the project.

Response to Comment I114-3

Please see response to Common Comment 11.

Letter FW123

Avelar, Eduardo

Page 1

Response to Comment I115-1

Please see response to Common Comment and 11 in Table 9-6 of Chapter 9 of the Final EIS.

From: guayaj@box920.bluehost.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Wednesday, May 06, 2015 1:07:27 PM

From: Eduardo Avelar <guayo.avelar@gmail.com>

Message Body:

1115-1 SR 99 Comment: The Sounder busses do a good job of traveling down I-5, and driving on 99 is very slow. With light rail having it's one right of way on 99, you get two good travel options

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: none

Other Comment:

Name: Eduardo Avelar
Address: 825 Kirkland Ave NE
City: Renton
State: WA
Zipcode: 98056

Email: guayo.avelar@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): We are looking into moving to the Federal Way area and would use light rail to commute to Seattle

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

From: purdigit@cox920.bluehost.com
 To: FWLE
 Subject: Comment: ST Federal Way Link Extension
 Date: Wednesday, May 06, 2015 10:11:03 AM

From: MICHELLE WILLS <willski00@earthlink.net>

Message Body:

SR 99 Comment: Do not like this as an option, as this would impact struggling businesses in Des Moines the most AND would take our house. Our house is slated to be torn down to make way for the trench station that goes directly into Highline College. I agree that the College needs access to LightRail, but DO NOT think that the station should be ON the college campus. That would only benefit the few students, and not the surrounding area residents as well. Also, these options are the most expensive and impact wetlands.

I-5 Comment: This one makes the most sense to me, as it is not in the middle of business districts and would be the furthest East. This would make it more accessible to residents in the East, and is closer to existing Park and Ride lots.

1116-1 These routes seem the cheapest. It does affect many residents (primarily apartment dwellers) but impacts less businesses. The option to have the station further west, closer to Highline College would serve the students fine. This route would benefit the residents on the West side of 99 too, Des Moines side. It is close but not in their backyards.

This also most closely follows the previously planned 509 extension to I-5. Once towards Federal Way it would partner with the Star Lake park and ride closely, and would ride into the Federal Way transit center.

SR 99 to I-5 Comment: Again, would affect the businesses along 99 in Des Moines most negatively. Des Moines does not have a huge business base, so we have to be mindful of this.

I-5 to SR 99 Comment: My second preferred route. Would follow the SR509 route, not impact as many businesses, but serve those on both East and West sides of 99.

1116-2 Environmental Comment: All of it will impact the environment. We have a wetland and creek near our house (at Kent Des Moines Road). Construction and new pilings (if above grade) or digging (trench) will cause issues.

1116-3 There is a concern for noise and vibration for any of those, businesses or residents, near the tracks and stations.

Other Comment: Please do not take our house (23252 28th Ave South, Des Moines). We have owned this house for 10 years and put a lot of blood, sweat and tears into it. We have plans to continue to do so.

1116-4 This is both of our kids only home and we established our family here in this house and in this community. Our neighborhood is quiet, blue-collar residential. We don't want to see it destroyed.

Name: MICHELLE WILLS
 Address: 23252 28TH AVE S
 City: DES MOINES
 State: WA
 Zipcode: 98198

Email: willski00@earthlink.net

I live nearby. If so, where?: yes, behind La Plaza shopping center at midway - 23252 28th Ave S, Des Moines.

I work in the project area. If so, where?: see above.

Response to Comment 1116-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS. The Preferred Kent Des Moines Station would be on the west side of 30th Avenue, closer to Highline College and SR 99 than it was with the I-5 Alternative in the Draft EIS. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

Potential tax impacts on businesses are discussed in Section 4.3, Economics, of the Final EIS. Appendix D4.3 shows commercial property acquisitions and tax impacts by city.

Response to Comment 1116-2

The Kent/Des Moines HC Campus Station Option would require an elevated crossing of Massey Creek and its associated wetlands, as described in Section 4.9, Ecosystems, of the Final EIS.

Response to Comment 1116-3

Noise and vibration impacts would occur at locations along all FWLE alternatives. Section 4.7, Noise and Vibration, and the Noise and Vibration Technical Report (Appendix G3) provide information on where noise and vibration impacts would occur and how they would be mitigated.

Response to Comment 1116-4

In developing alternatives Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Appendix D4.1 to the Final EIS shows specific property acquisitions and displacements.

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: My kids attend Des Moines schools, not in the project area, but we are active PTSA members.

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federatwaylink.org>)

No comments

Letter FW125

Stacey, Anna Maria

Page 1

From: prstlink@box920.tlu.edu.hk
To: FW-E
Subject: Comment - ST Federal Way Link Extension
Date: Wednesday, May 06, 2015 7:43:23 AM

From: Anna Maria Stacey <amstacey1969@gmail.com>

Message Body:

1117-1 SR 99 Comment: I think this will alleviate the traffic in Pacific 99

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Anna Maria Stacey
Address: 13004 33rd Ave. S., Apt 2
City: Tukwila
State: WA
Zipcode: 98168

Email: amstacey1969@gmail.com

I live nearby. If so, where?: I live in 130th St in Tukwila and from 130th there are a lot of stop lights on the road that takes about an hour to travel by bus. 15 mins by car. A railway will save the students a lot of travel time.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment 1117-1

Chapter 3, Transportation, of the Final EIS describes how the project would affect traffic on regional and local roadways with all alternatives. The project would reduce the amount of vehicle miles traveled (VMT) at the regional level, as described in Section 3.5.1 of the Final EIS. Near all proposed stations, traffic is expected to increase due to additional vehicles and buses accessing the station. Mitigation for these impacts is described in Section 3.7.2.

Letter FW126

Pasta, Diane

Page 1

From: [diane.pasta](#)
To: [FWLE](#)
Subject: Federal Way Extension comments
Date: Wednesday, May 06, 2015 1:02:15 PM

Dear Planners,

I am providing feedback about the Federal Way extension alternatives. I have read a number of the resources that you have provided. I especially appreciated the visual mailer with the four major alternatives in different color that made it visually accessible, and the more detailed Draft Environmental Impact Statement. The chart on page 28 is a nice summary, with additional details clarifying it.

1118-1 After studying the materials carefully, I have concluded that I prefer the SR 99 proposed alternative, with the I-5 to SR 99 a second choice. (The first of the options listed, Green in the brochure, and fourth, in Purple.). The other two are unacceptable to me. I realize the plans I have chosen are the two most expensive, but I think that it is worth it, as the real costs will occur over many years, including indefinite-term long lasting environmental impacts. The short term displacement is perhaps the most personal issues that people and businesses respond to, but the long term picture is more important.

1118-2 The significantly lower eco-system impacts of the two plans I prefer (SR99 and I-5 to SR 99, Hereafter "Green" and "Purple") are a crucial consideration. The reason the two other plans are totally unacceptable to me is because of the impact on Bingaman Creek, the wetlands and the many acres of vegetation lost. I do not believe that we should be taking risks with habitats or water flow of any kind in these days of climate change and resource shortages. If each local community makes such choices as in the two I-5 and 99 to I-5 proposed plans, the environmental impact will be devastating to wildlife and ecosystems. An acre of wetlands and Bingaman Creek's 1055 feet with its two and a half acres of buffers would be a significant loss to our immediate area and beyond. In addition, there are twenty-nine and thirty-five acres of vegetation impacted which I do not feel we can justify when we have two alternatives that have much smaller environmental footprints.

1118-3 I read carefully the impact on Historic Properties that the Green and Purple plans will have and find them acceptable, as the structures will remain intact and in the Green plan the positive impact on access to Highline College will be a positive resource to the community.

1118-4 I understand that individual businesses and residents will be actively opposing plans that impact their own employment and homes (displacement, visual quality reductions, and/or noise increases). The Seattle housing market has encouraged more people to move into our area, and this will increase with the light rail commute option. We can recognize that in the long run, the residential values, employment, and business profits should increase in spite of the initial losses as the new travel option improves access to remaining businesses and increases the commute convenience of homes. This will support the tax base as well, eventually. Let's keep our attention on the longer term. Therefore, the displacements are acceptable short term costs. That is, if we take care to retain the ecosystems that make our region so desirable.

1118-5 Of the two acceptable (Green and Purple) plans, the one with the least residential impact is the Green SR 99 plan. It would have some impact with noise and such in my own home at the Saddlebrook apartments on 260th just off 99. I am pleased that attempts to mitigate these are included in your planning. Nonetheless, I would rather accept these negative impacts than put them off on the delicate ecosystems and vulnerable wildlife that reside in our community. There is much higher residential impact (though slightly less short term impact on employment) in the Purple I-5 to SR 99 plan, so the Green plan is the one I prefer. The Green plan also has the highest estimated ridership which is a factor in evaluating per-capita costs (and potential income). I do not have a strong preference for the location of stations—even whether the one at 260th where I live is built or which side of the street it would be on. We would simply make a short drive to the nearest station that is accessible (to people with disabilities as well as nearby) to pick up someone arriving or drop off someone leaving. I think those station decisions could be made based on a detailed financial cost and ridership benefit analysis that I do not have the information to make.

1118-6

1118-7 In summary, the 2nd I-5 Red and 3rd 99 to I-5 Blue plans are unacceptable to me because of the ecosystem and environmental impacts. The other two are both acceptable, and I strongly prefer the first, SR 99 Green plan. I am willing to pay taxes (or increased rent) to support these. Please let our decision effectively represent the non-human animals and ecosystems that do not have a voice in these decisions.

Sincerely,

Diane Pasta

Response to Comment 1118-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1118-2

As described in Section 4.9, Ecosystems, of the Final EIS, the Preferred Alternative and the SR 99 to I-5 Alternative would have greater wetland and stream impacts. The Preferred Alternative has been modified to allow Bingaman Creek to remain in an open channel where it passes under the guideway. All wetland impacts can be mitigated.

Response to Comment 1118-3

Section 4.16, Historic and Archaeological Resources, provides information about impacts on historic resources. All FWLE alternatives would provide access to Highline College.

Response to Comment 1118-4

Section 4.3, Economics, describes the potential positive and negative impacts from the FWLE. It includes information on the immediate negative impacts on businesses, employees, and the local tax base, and the potential for benefits for some businesses and the community.

Response to Comment 1118-5

Chapter 8, Alternatives Evaluation, of the Final EIS describes the trade-offs that exist among the FWLE alternatives.

Response to Comment 1118-6

The potential additional stations at S 216th and S 260th streets are not funded or approved by voters. Chapter 8 of the Final EIS summarizes information on cost and ridership for these stations.

Response to Comment 1118-7

Please see response to Common Comment 11.

No comments

2100 S 260th St Apt 8103
Des Moines, WA 98198

Letter FW127

Adair, Marie

Page 1

Date: May 6 12:23

Email: marieadair18@gmail.com

Name: Marie Adair

Subject: Federal Way route selection

COMMENT:

1119-1

I don;t and will not use rail.

If rail will go along SR 99, I will stay out of Federal Way.

A prior bus user, I learned to hate the rail stations, I avoid all public transit routes now, both bus and rail. Never wish to go to Seattle again. Am considering a move to a nicer area.

Response to Comment I119-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW131

Saeed, Muhamad

Page 1

13

1 And Sound Transit is going to be incredibly disruptive
2 to that community. The I-5 route is less costly. It'll
3 allow for future -- and I think it will allow for future
4 advancement of the system quicker down to -- point
5 south. So thank you for this opportunity.

6 MS. STRAUZ-CLARK: Thank you.

7 Up next is Muhammed Saeed, followed by I.J.
8 Eustaquio and Bob Pond.

9 **FW131** MR. SAEED: My name is Muhammed Saeed. Last
10 name, S-a-e-e-d. I am -- We are the owner of the
11 parcel -- the property north of 304th Street. It's just
12 right on the 99. It's not developed yet. We plan to
13 develop the property and -- commercial and probably
14 maybe office. So my request is just to minimize the
15 negative impact on our project. And so I won't take too
16 much time.

17 So it's a bigger piece of property. It's a
18 4-acre piece of property right on 99, north of 304th
19 Street. So when you are considering this property, so
20 please keep in mind. So I personally request if you
21 guys can minimize the negative impact on our project.
22 Okay. Thank you.

23 MS. STRAUZ-CLARK: Okay. Next on the
24 microphone is I.J. Eustaquio, followed by Bob Pond and
25 Jack Bermingham.

Response to Comment I120-1

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable.

Appendix D.1 to the Final EIS shows specific property acquisitions. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

Letter FW132

Eustaquio, I.J.

Page 1

14

1 If you could please state your name and spell
2 your last name for the record.
3 **FW132** SPEAKER: Hello. My name is I.J. Eustaquio.
4 I reside in Tukwila. And I've been in contact with
5 Sound Transit since 2009. Shaky -- my home. Vibrate --
6 my home. I don't know the latest test results -- many
7 years since 2009.
8 All I'm asking is before anybody thinks on a
9 levy with Sound Transit -- I understand Sound Transit
10 request system. But on the light rail, please have
11 Sound Transit handle its smaller claims. I've been in
12 talks with them for many years now, and I've been
13 waiting for an answer. And one thing I dislike is
14 prepping of tests which takes about two, three months.
15 I contact you. And then by about three or
16 four months or two months, you already prepped up the
17 light rail, re-welded everything on the continuous weld,
18 changed the fasteners on the light rail -- all before a
19 test. I watched it. I witnessed it.
20 I've had people below my home tell me, "Go
21 back to bed" at 3:00 in the morning when they woke me
22 up, and it sounded like they were drilling outside. I
23 find all these things unfair. I'm just asking in good
24 faith since I have written to you in Sound Transit
25 in 2009 -- work in good faith. So that's pretty much

Response to Comment I121-1

Section 4.7, Noise and Vibration, in the Final EIS describes potential vibration impacts and potential mitigation measures for FWLE alternatives.

15

1121-1

1 everything. And what happens to you down the road, to
2 the public, I hope you're not treated the same in that
3 many years because it's going to be there. It's going
4 to be there forever. Thank you.

5 MS. STRAUZ-CLARK: Okay.

6 Up next at the mike is Bob Pond, followed by
7 Jack Bermingham and then Rebecca Martin. Please state
8 your name and spell your last name.

9 MR. POND: Hello. My name is Bob Pond,
10 P-o-n-d. I've been following the light rail issue since
11 its inception. And my thoughts are that we should put
12 it right down 99 for numerous reasons. Yes, it's
13 short-term disruption. Yes, it's the most costly.
14 That's where people shop. That's where business is
15 done. That's where growth will happen.

16 We need to take back 99th Avenue from the
17 prostitutes, from drug dealers. This will be immense
18 growth. This has been all over the nation. Where these
19 plans work is where people shop. When you send them out
20 to the freeway or where people don't shop, they don't
21 see where -- as they're going by, they don't see the
22 shops. They don't see -- they --

23 There's no connection to the community at that
24 point. I live in Des Moines. And for the twenty-five
25 years I've lived there, most people that don't live

Letter FW133

Pond, Bob

Page 1

15

1 everything. And what happens to you down the road, to
2 the public, I hope you're not treated the same in that
3 many years because it's going to be there. It's going
4 to be there forever. Thank you.

5 MS. STRAUSS-CLARK: Okay.

6 Up next at the mike is Bob Pond, followed by
7 Jack Bermingham and then Rebecca Martin. Please state
8 your name and spell your last name.

9 **FW133** MR. POND: Hello. My name is Bob Pond,
10 P-o-n-d. I've been following the light rail issue since
11 its inception. And my thoughts are that we should put
12 it right down 99 for numerous reasons. Yes, it's
13 short-term disruption. Yes, it's the most costly.
14 That's where people shop. That's where business is
15 done. That's where growth will happen.

16 We need to take back 99th Avenue from the
17 prostitutes, from drug dealers. This will be immense
18 growth. This has been all over the nation. Where these
19 plans work is where people shop. When you send them out
20 to the freeway or where people don't shop, they don't
21 see where -- as they're going by, they don't see the
22 shops. They don't see -- they --

23 There's no connection to the community at that
24 point. I live in Des Moines. And for the twenty-five
25 years I've lived there, most people that don't live

Response to Comment I122-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Chapter 8, Alternatives Evaluation, of the Final EIS describes the trade-offs that exist among the FWLE alternatives.

16

1 there don't even know we exist. And that's the way
2 it'll always be because our property's way down in the
3 valley, and yet we -- we're not visible.

4 We've been planning a Pacific Ridge
5 development where we're going to put large-scale housing
6 in there. And that would -- if we send it that way,
7 we'll just carve into that along with 509. We've been
8 planning that for 35 years. That's our growth area.
9 That's our only plan that we've had.

10 So I believe it is a hard choice. But, being
11 a conservative, I know how to spend money to make money.
12 And by going the cheaper route, in the short-term
13 there'll be less disruption; but I think long -- looking
14 out 50, 100 years from now, I think we'll have major
15 insight.

16 Just like when we build -- didn't build the
17 5 -- again, we built the hardest, most expensive, most
18 technically challenging thing we've ever built and
19 probably ever will. But when you look back on it,
20 there's some wisdom to that. We got back our
21 shorefront. It's a beautiful city, and we made it even
22 more beautiful. But that was a hard, expensive choice.

23 And I think we're up against that same choice
24 again. And I think we should have all the stops. It
25 doesn't matter how close it is to the next stop, like --

17

1 Des Moines really needs that 216 stop, although we're
2 kind of ignored most of the time since we're so small
3 and so disadvantaged. We need every boost we can get.
4 And having that stop is important to our leaders, and
5 it's important to our city's growth.

6 And we just put in a million dollars down the
7 middle, and I know we don't want to disrupt that. But I
8 still feel, in the long run, sending it down 99 will
9 connect all the cities together -- shopping -- People
10 are not going to use the buses. There will never be
11 enough parking or safe parking. It's got to be
12 convenient for the masses -- down 99 -- with all four
13 stops. Thank you.

14 MS. STRAUSS-CLARK: Okay. Next up is Jack
15 Bermingham, followed by Rebecca Martin and Tracy Hills.

16 Please state your name for the record and
17 spell your last name.

18 MR. BERMINGHAM: Good evening. My name is
19 Jack Bermingham, B-e-r-m-i-n-g-h-a-m. I'm the President
20 of Highline College, and I wanted to talk tonight about
21 the station location at Highline College.

22 First and foremost, light rail needs to be
23 about moving people. All those other factors are maybe
24 critically important; but, first and foremost, it's
25 about moving people. And Highline College is a

Letter FW136

Hills, Tracy

Page 1

Response to Comment I123-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

21

1 for the long-term -- 30 years, 50 years -- not an
2 immediate 5- or 10-year plan.

3 The Chamber understands that the continued
4 viability of business requires a strategic vision with
5 decisions that may outlast every single one of us in
6 this room today. And that's okay, because developing
7 the economic potential of Federal Way as a business hub
8 is in the best long-range interest of the Chamber of
9 Commerce.

10 Again, thank you for your time. As we
11 continue to address the light rail proposals, the
12 Chamber is holding another business roundtable with
13 Sound Transit on May 12th as we continue to seek input
14 from our business community. Naturally, you are invited
15 to attend because the way the business success is the
16 Federal Way.

17 MS. STRAUZ-CLARK: Okay.

18 Up next is Tracy Hills, followed by Elizabeth
19 Kari and John Jackson.

20 Please state your name and spell your last
21 name.

22 **FW136** MR. HILLS: I'm Tracy Hills, H-i-l-l-s. And I
23 would like Sound Transit to build the light rail -- 99
24 to I-5 Alternative. I would like -- and the -- the old
25 transit center. Make the light rail go into the 320th

I123-1

22

1123-1

1 Transit Center and build a parking garage. And we can
2 rebuild that -- redevelop that transit center. Thank
3 you.

4 MS. STRAUSS-CLARK: Up next is Elizabeth Kari,
5 followed by John Jackson, followed by -- and I
6 apologize; I'm having trouble reading the name -- James
7 Evans or Evars.

8 Please state your name and spell your last
9 name.

10 MS. KARI: My name is Elizabeth Kari, spelled
11 K-a-r-i. And I question, basically, every one of these
12 proposed light rail things -- particularly living here
13 in Federal Way -- where one thing was spoken on. We've
14 been paying taxes for years and years.

15 Building out to 320th is potentially closer to
16 20 years away. I question whether or not that is the
17 best use of the tax dollars, who is it serving, how is
18 it serving, for instance, commuters when your own times
19 will take you 52 minutes to get from the proposed
20 station -- that won't be help for 20 years -- to
21 Downtown Seattle.

22 I think more money should be considered to be
23 put into buses that -- Granted, there's rainy days and
24 it's always going to take eternity -- but in the here
25 and now, I think we'd be better served spending some of

Letter FW137

Kari, Elizabeth

Page 1

22

1 Transit Center and build a parking garage. And we can
2 rebuild that -- redevelop that transit center. Thank
3 you.

4 MS. STRAUSS-CLARK: Up next is Elizabeth Kari,
5 followed by John Jackson, followed by -- and I
6 apologize; I'm having trouble reading the name -- James
7 Evans or Evars.

8 Please state your name and spell your last
9 name.

10 **FW137** MS. KARI: My name is Elizabeth Kari, spelled
11 K-a-r-i. And I question, basically, every one of these
12 proposed light rail things -- particularly living here
13 in Federal Way -- where one thing was spoken on. We've
14 been paying taxes for years and years.

15 Building out to 320th is potentially closer to
16 20 years away. I question whether or not that is the
17 best use of the tax dollars, who is it serving, how is
18 it serving, for instance, commuters when your own times
19 will take you 52 minutes to get from the proposed
1124-1 station -- that won't be help for 20 years -- to
20 Downtown Seattle.

21 I think more money should be considered to be
22 put into buses that -- Granted, there's rainy days and
23 it's always going to take eternity -- but in the here
24 and now, I think we'd be better served spending some of
25

Response to Comment I124-1

Chapter 1, Purpose and Need, of the Final EIS, describes why the FWLE is needed and what it will achieve. Please also see response to Common Comment 5 in Table 9-6 of Chapter 9 of the Final EIS.

23

1
1124-1

this money on buses to transport people much more quickly and expeditiously now. And I don't know where the 25,000-riders-per-day estimate is coming from; but 25,000 people with 4,800 parking spots doesn't really seem like that's going to be sufficient. And those would be my main comments.

MS. STRAUSS-CLARK: Up next is John Jackson, followed by James Evans or Evars.

Please state your name and spell your last name for the record.

MR. JACKSON: Yes. My name is John Jackson, J-a-c-k-s-o-n. I'm the Director of Operations for the McDonald's here in Federal Way on 320th. The option -- the I-5 Alternative where -- in particular where that station is at -- 23rd Avenue South -- that would be the one that would impact our business.

You know, we're potentially relocating that. William Cho spoke a little bit about the -- just, you know, overall -- the financial. Just the move, you know -- losing the drive-through, which is 80 percent of our business. If we were to move somewhere else in that area, we would -- greatly impact us. Just --

Again, moving at all also changes the whole financial thing with McDonald's. And this store, we have 8 restaurants that we -- that William owns and

Letter FW140

Henry, Craig

Page 1

26

dramatically. We'd love for you guys to choose another option other than that one, just because we have up to 100 people working for us at a time.

It would directly affect my development if we have one less store, other managers' development or potential managers that we would have in the future as well. You know, like Willy touched on earlier, it's a great entry-level position for people to start out or make a career out of it. So, yeah, that's all I can say. Thank you.

MS. STRAUSS-CLARK: Okay. Looks like we don't have any other sign-ups. Would anyone like a chance at the microphone?

As a reminder, you are also welcome to speak with our court reporter who will be here till 7:00 p.m. So you can feel free to provide any comment to her; she'll take it down verbatim. Or you can use one of the paper forms if you have a comment.

I'm now going to hand it back to Councilmember Upthegrove to close out the hearing.

MR. UPTHEGROVE: Thank you all for coming tonight. We are done.

FW140 MR. HENRY: My name is Craig Henry, C-r-a-i-g H-e-n-r-y. I live in Des Moines. I prefer the I-5 -- or the 99 to I-5 Alternative for several reasons. I

1125-1

Response to Comment 1125-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS. Section 3.5 of Chapter 3, Transportation, of the Final EIS describes how the alternatives are grade-separated and how they would affect traffic. Section 4.3, Economics, discusses impacts on property values.

27

1 think this is going to be a tremendous eyesore. I think
2 it's going to decrease the values around this area. I
3 think it's going to cost a lot of traffic problems,
4 especially during the construction -- even afterwards.
1125-1 5 Because what I've heard, there are a lot of accidents
6 and stuff like that in the Rainier Valley because of the
7 route that it takes.

8 This one just seems to make the most sense
9 because it's already following the I-5 corridor. You
10 know, there's not that much construction over here.
11 It'll be out of the way. You'll still be able to get to
12 different stations. One -- I have a question about
13 something. I'm not sure if -- what the answer is.

14 I am concerned about residential
15 displacements. But I'm wondering, since they're already
16 expanding 509, are they taking into account those people
17 as part of the displacements that are already going to
18 be displaced? I do know that they're going to have to
19 take out an apartment complex somewhere near the
1125-2 20 Kent/Des Moines Road, and that might factor into the
21 displacements.

22 But some of those apartments buildings are in
23 really bad shape and are going to fall down anyhow. So
24 I don't want anybody to be displaced -- businesses or
25 otherwise -- but it's something that's going to happen.

Response to Comment 1125-2

The FWLE would begin construction prior to the SR 509 Extension Project and therefore Sound Transit would be responsible for the property acquisition and relocation of residents in this area.

28

1 This one, the 99 to I-5 Alternative, if they have to
 1125-3 build 216th Station -- which I think is a good idea --
 3 this would be probably, you know, okay.
 4 I'm trying to think what else I have to say.
 5 If for some reason they choose the 99 Alternative -- I
 6 know they need to go near Highline College -- but if
 7 they go directly onto the campus, which is one of the
 1125-4 proposed routes, I think that would be terrible. First
 9 of all, there is -- there are ponds and wildlife around
 10 there. There's tree frogs that live in that
 11 neighborhood that use that pond for breeding, for
 12 starters.
 13 You know, I know that they're trying to
 14 accommodate the community college and the students and
 15 the faculty. But they could easily just build it
 16 along -- next to 99, and then people walk a block or two
 17 blocks. Because there's other people that would be
 18 using that station besides people going to college. So
 1125-5 I think everybody needs to be included; not just them.
 20 Not to mention, if -- if they took the first
 21 routes that were directly into the campus, it would take
 22 out a lot of houses and be kind of an eyesore and
 23 decrease property values, I would imagine, because of
 24 that. And that is a concern of mine. I don't know what
 25 else to say.

Response to Comment 1125-3

Please see response to Common Comment 11.

Response to Comment 1125-4

Section 4.9, Ecosystems, of the Final EIS, describes the potential impacts on wetlands, habitat, and wildlife from the FWLE alternatives and potential mitigation measures.

Response to Comment 1125-5

All Kent/Des Moines stations would be within a quarter mile of Highline College. Sound Transit and the stakeholders involved in identifying the Preferred Alternative location for this station did consider the needs of all users when deciding on the station location, which is on the west side of 30th Avenue S. As described in Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS, the SR 99 Alternative would have the lowest number of residential displacements, but the HC Campus Station Option would increase residential displacements. As described in Section 4.5, Visual and Aesthetic Resources, of the Final EIS, visual impacts would also occur north of Highline College with this option, but with mitigation the visual quality could be restored after several years.

Letter FW141

Carter, Reginald

Page 1

29

1 Do you have any questions for me, or are you
2 just writing everything I say? Well, thank you very
3 much. Have a good day.

4 **FW141** MR. CARTER: My name is Reginald Carter. It's
5 C-a-r-t-e-r, is the last name. And I prefer the I-5
6 corridor because I live out near Covington. And I think
7 it would be easier for me to get access to the train
1126-1 station if they have an I-5 -- what they do is -- or on
8 the west side of the freeway. So I'm advocating that.
9 And I don't like the 99 corridor. Short and sweet.
10 Thank you, thank you. I'm done.

11 MS. RAAK: So my name is Cherie Raak. Last
12 name is R-a-a-k. First name is C-h-e-r-i-e. So, two
13 points that I would like to address. One, is that I'm a
14 current rider of light rail. And I see the positive
15 impact that it's had on the Rainier Valley.

16 So, you know, from that viewpoint I would
17 suggest 99 as being much more people-accessible. You
18 want people to be able to get to the train. I see that
19 more readily available on 99 than on Interstate 5.

20 And the other part is to really encourage them
21 to make more parking available. Right now we go in and
22 out of the Tukwila Park and Ride. And, you know, if we
23 have to be Downtown Seattle for work at 1:00 in the
24 afternoon, we're getting there around 11:00. Often we
25

Response to Comment 1126-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW142

Raak, Cherie

Page 1

29

1 Do you have any questions for me, or are you
2 just writing everything I say? Well, thank you very
3 much. Have a good day.

4 MR. CARTER: My name is Reginald Carter. It's
5 C-a-r-t-e-r, is the last name. And I prefer the I-5
6 corridor because I live out near Covington. And I think
7 it would be easier for me to get access to the train
8 station if they have an I-5 -- what they do is -- or on
9 the west side of the freeway. So I'm advocating that.
10 And I don't like the 99 corridor. Short and sweet.
11 Thank you, thank you. I'm done.

12 **FW142** MS. RAAK: So my name is Cherie Raak. Last
13 name is R-a-a-k. First name is C-h-e-r-i-e. So, two
14 points that I would like to address. One, is that I'm a
15 current rider of light rail. And I see the positive
1127-1 impact that it's had on the Rainier Valley.

17 So, you know, from that viewpoint I would
18 suggest 99 as being much more people-accessible. You
19 want people to be able to get to the train. I see that
20 more readily available on 99 than on Interstate 5.

21 And the other part is to really encourage them
22 to make more parking available. Right now we go in and
23 out of the Tukwila Park and Ride. And, you know, if we
24 have to be Downtown Seattle for work at 1:00 in the
25 afternoon, we're getting there around 11:00. Often we
1127-2

Response to Comment 1127-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1127-2

Please see responses to Common Comments 5 and 7.

30

1 have to park in the neighborhood because all three
2 parking lots are filled. That -- when we come back at
3 10:00 or 11:00 at night, is kind of scary.

4 So I would really encourage them to focus on,
5 you know, public safety -- in that aspect of parking --
6 which really wasn't addressed today either. So that's
7 all. Thank you.

8 MS. KOISTINEN: Heather. The last name is
9 Koistinen, K-o-i-s-t-i-n-e-n. I've just purchased a
10 home that's off of 253rd, and my back yard is I-5. My
11 father lives in the house that's right there, looking
12 out at I-5. We're finding that having -- putting a
13 transit like this on that property behind there is not
14 as -- is not as helpful to the public as it would be
15 along the corridor -- 99 -- on Highway 99 corridor.

16 We're concerned about noise. I hate to see
17 286-something residences being uprooted. And
18 businesses -- Even though they say it's quite a few
19 businesses, I think a lot of those businesses -- if they
20 look at them -- probably are quite dated and maybe not
21 as important as -- yeah, as effective as what it is --
22 disrupting a lot of people.

23 I also think that one of the things that I
24 find the worst about this is that how little
25 notification a lot of the people that are being

Letter FW143

Koistinen, Heather

Page 1

30

1 have to park in the neighborhood because all three
2 parking lots are filled. That -- when we come back at
3 10:00 or 11:00 at night, is kind of scary.
4 So I would really encourage them to focus on,
5 you know, public safety -- in that aspect of parking --
6 which really wasn't addressed today either. So that's
7 all. Thank you.
8 **FW143** MS. KOISTINEN: Heather. The last name is
9 Koistinen, K-o-i-s-t-i-n-e-n. I've just purchased a
10 home that's off of 253rd, and my back yard is I-5. My
11 father lives in the house that's right there, looking
12 out at I-5. We're finding that having -- putting a
13 transit like this on that property behind there is not
14 as -- is not as helpful to the public as it would be
15 along the corridor -- 99 -- on Highway 99 corridor.
16 We're concerned about noise. I hate to see
17 286-something residences being uprooted. And
18 businesses -- Even though they say it's quite a few
19 businesses, I think a lot of those businesses -- if they
20 look at them -- probably are quite dated and maybe not
21 as important as -- yeah, as effective as what it is --
22 disrupting a lot of people.
23 I also think that one of the things that I
24 find the worst about this is that how little
25 notification a lot of the people that are being

1128-2

Response to Comment 1128-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1128-2

As described in Appendix B, Sound Transit has conducted extensive outreach for the FWLE, including tabling at public places such as grocery stores, neighborhood meetings, and one-on-one meetings with property owners in their homes when requested. Sound Transit also mailed about 25,000 postcards to residents and businesses in the corridor inviting them to various meetings, and ran ads in local media. Every communication includes a phone number for more information.

31

1 affected -- When it comes to the residences, a lot of
2 the people that live in the area where I'm speaking of
3 are elderly. And they don't even know what Sound

1178-2 Transit is. So here they are receiving information,
5 they don't know what it's for, and they may not read it.

6 And as far as getting on commuters or being
7 able to go to town meetings, again they're not able to
8 actually go to those meetings to be able to see it.
9 They're more confined to their homes. So my concern is
10 being able to have them -- without consideration of the
11 people and just businesses. Thanks.

12 MR. CHO: William Cho, C-h-o. And, again, I
13 wanted to -- I was just a little short on time, so I
14 wanted to further talk about the specifics. So one of
15 the things I also wanted to talk about was our -- the
16 McDonald's on 2302 South 320th Street is a significant
17 part of the community in terms of charitable activities.

18 We work with McTeacher's Night -- which we've
19 done with a variety of schools within the Federal Way
20 area, including Rainier View Elementary, Adelaide
21 Elementary, Brooklake Christian Elementary, Panther Lake
22 PTA, Enterprise Elementary, Christian Faith School,
23 Lakeland Elementary, Brigadoon Elementary, Silver Lake
24 Elementary, Northeast Tacoma Elementary, Todd Beamer
25 Booster Club, Christian Heights Elementary.

Letter FW144

Kim, Albert

Page 1

33

1 I'd like to state that -- that I have 8
2 locations. Because of the way it's structured, that
3 location is responsible for 75 percent of my profit. So
4 my other 7 locations, which are all of a newer time --
5 ages, in terms of -- of property purchase and how
6 McDonald's looks at that, is -- is not nearly as
7 profitable.

8 So there is no way that any type of
9 condemnation could properly compensate for the loss of
10 the value. Thank you.

11 **FW144** MR. KIM: Albert Kim, K-i-m. I'm the owner of
12 a commercial rental property on 99 -- 3800. I bought
13 it, anyway. I bought it. I like to tell my experience.
14 Three years ago, there are road -- road renovations, the
15 99, from 322 North -- the Kent/Des Moines. I'm not sure
16 exactly what it was, but it's the end of the north.

17 At that time took quite a while. So the --

18 KOREAN TRANSLATOR: I might interpret for him.

19 MR. KIM: We end up happy that time. Because
20 too much noise, too much tractors come. And then a lot
21 of dust, noise. We lost a lot of business during that
22 time. And if light rail is elevated, you know, we --
23 near the station -- people will be happier because a lot
24 of traffic, foot traffic.

25 But between the -- station to station -- less

Response to Comment I129-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS. Chapter 5, Construction, of the Final EIS describes impacts on businesses during construction. Section 4.3, Economics, discusses impacts on businesses during operation. Sound Transit would work with business owners on alternative signage if their signage would be blocked by the light rail guideway.

34

1 cars, less people drive the, you know -- under light
2 rail.

3 KOREAN TRANSLATOR: During the construction,
4 there's going to be a lot of noise and there's going to
5 be dust and things are going to be damaging to the
6 business.

7 So with the elevated stations and a few
8 stations in between, the stations themselves or the
9 businesses near the stations will benefit because there
10 are more foot traffic, maybe.

11 But if the business that's in between the
12 stations -- if the rail is elevated -- they will not be
13 able to see the signs of the businesses, and the
14 business will lose customers.

15 And, on top of that, if more people use the
16 light rail, that means less people will be driving by
17 and less people will be traveling via buses. That means
18 less people will stop by, and less people will visit the
19 commercials or the businesses.

20 That means, in the long run too, there will
21 not be -- have as much business as before the
22 construction. So it will not benefit at all for the
23 businesses in between the stations.

24 MR. KIM: That's about it.

25 KOREAN TRANSLATOR: That's about it. So he

1129-1

35

1 prefers the alternative for I-5 -- elevated stations
2 down the I-5. That's about it. Thank you.

3 MR. EUSTAQUIO: I.J. And the last name,
4 E-u-s-t-a-q-u-i-o. I've been in contact with Sound
5 Transit, as I said earlier, since 2009. And I've had
6 vibration specialists show up. But the problem is they
7 show up two, three months later. And in the very
8 beginning, I had an entry agreement -- which was every
9 time for every month. And I've signed many of those.

10 And I don't know if there will be proof of
11 those, but I have a copy. And I took pictures of a
12 couple. And with the entry agreement, what it says is
13 they will make my place equal to or better than.

14 Now, I'm on the phone with somebody named
15 Esree Chambers. And the papers say -- and she said she
16 was in charge of high risk in management. I go down
17 about 4 or 5 years or 3 years later. And she said, oh,
18 she's just a middle person -- which is, I think, unfair.
19 Because here I am, thinking I've been talking to my
20 claims department. And so I haven't talked to her since
21 then.

22 But then I've also had Roger Pence. I invited
23 him to my home. And I have a letter that states that he
24 would love to come back any time -- "Just ask me when."
25 Well, the reason for the letter and why he would be

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative As long as the rail on 16th transitions @ 272nd,
and not as shown on the published material just N. of 288th.

I-5 Alternative makes the most sense to me

SR 99 to I-5 Alternative OK

I-5 to SR 99 Alternative makes the least sense

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

No comments

4. Please tell us about yourself. Why are you interested in the project?

- ☒ I live nearby. If so, where? 288th & Pac Hwy S.
- ☐ I work in the project area. If so, where? _____
- ☐ I own a business nearby. If so, where? _____
- ☐ I attend school in the project area. If so, where? _____
- ☐ Other _____

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Name Janine WalkerMailing Address 288th 16th Ave S #203City, State, Zip Federal Way, WA 98003If you would like to receive project updates by email, please provide your email address: jannew13@yahoo.com

William R. Elliott Jr.
Email me @ wre920@yahoo.com

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative _____

I-5 Alternative _____

SR 99 to I-5 Alternative _____

I-5 to SR 99 Alternative _____

No Build _____

2. Please share your feedback on the environmental impacts

3. Other comments? I'd like to speak up at
a proposal of the G line from
Federalway to West Seattle.

Response to Comment 1131-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- ☒ I live nearby. If so, where? Pack Hwy
- ☐ I work in the project area. If so, where? _____
- ☐ I own a business nearby. If so, where? _____
- ☐ I attend school in the project area. If so, where? _____
- ☐ Other _____

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Mailing Address _____

City, State, Zip _____

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1. Please share your comments about the project alternatives and station options

X SR 99 Alternative My preferred option because it keeps more traffic away from I-5.
 Prefer Trench station at Highline College, or SR99 west station.
 Prefer trench station at 272nd/Redondo. Prefer SR99 station at Federal Way.
 I-5 Alternative would prefer SR99 East station near Highline CC.
 would prefer FWTC station.

SR 99 to I-5 Alternative No good station options north of 272nd.
 would prefer FWTC option.

I-5 to SR 99 Alternative would prefer 272nd elevated station.

No Build Bad option, we must ease traffic on I-5 and arterials near it.

2. Please share your feedback on the environmental impacts

Construction near Midway landfill seems questionable.

3. Other comments?

In general, an elevated option seems better for most locations, this will prevent conflict between train and surface traffic.

Also, keeping the system away from I-5 will ease arterial traffic between those using SR vs. I-5.

Response to Comment I132-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I132-2

Section 4.11, Geology and Soils, and Section 5.12, of Chapter 5, Construction, discuss construction of the Preferred Alternative through the Midway Landfill.

Response to Comment I132-3

All FWLE alternatives would be grade-separated from traffic to avoid any potential conflicts between trains and surface traffic.

Response to Comment I132-4

Chapter 3, Transportation Environment and Consequences, describes the traffic impacts that would occur for all FWLE alternatives. This chapter also describes how these impacts would be mitigated.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- ☒ I live nearby. If so, where? Near 272nd off Star Lake Rd.
- ☒ I work in the project area. If so, where? off 336th in Federal Way
- ☐ I own a business nearby. If so, where? _____
- ☐ I attend school in the project area. If so, where? _____
- ☐ Other _____

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Name Lee Abbott

Mailing Address _____

City, State, Zip Federal Way, WA

If you would like to receive project updates by email, please provide your email address: _____

Letter FW148

Hills, Jennie M.

Page 1

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1. Please share your comments about the project alternatives and station options

1133-1 SR 99 Alternative I would love to see this down old 99 & Pac Hwy so close to the front of the 7th Mall & behind the mall & close to the 4th

I-5 Alternative

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

Response to Comment 1133-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- ☒ I live nearby. If so, where? 32723 19th Pl, So.
- ☐ I work in the project area. If so, where? _____
- ☐ I own a business nearby. If so, where? _____
- ☐ I attend school in the project area. If so, where? _____
- ☐ Other _____

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32723 19th Pl, So. Apt # N-105
7th WA 98003
Jennie M. Hills



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Name Jennie M. Hills

Mailing Address 32723 19th Pl, So. Apt # N-105

City, State, Zip 7th WA 98003

If you would like to receive project updates by email, please provide your email address: jenniemmalcolm@yahoo.com

Letter FW149

Borden, Alan

Page 1

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative _____

I-5 Alternative _____

SR 99 to I-5 Alternative _____

I-5 to SR 99 Alternative My preference

No Build NO

2. Please share your feedback on the environmental impacts

3. Other comments?

Whichever ALT is chosen - I strongly feel that the end point should be the FWTC

Response to Comment I134-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I134-2

All FWLE alternatives have a station near the Federal Way Transit Center.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- ☒ I live nearby. If so, where? FW near Celebration Park
- ☐ I work in the project area. If so, where? _____
- ☐ I own a business nearby. If so, where? _____
- ☐ I attend school in the project area. If so, where? _____
- ☒ Other I commute regularly to Seattle

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 Please help us meet this requirement by providing your name and mailing address:

Name ALAN BORDENMailing Address 32317-11th Pl S #114City, State, Zip FEDERAL WAY WA 98003

If you would like to receive project updates by email, please provide your email address: _____

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative ¹ This is the most expensive ² A lot of business displacement ³ pollution on the densely populated area ⁴ An eye sore along business and residential area
I-5 Alternative ¹ Less cost than SR 99 ² Less pollution impact on residential area ³ less business displacement
* My first preference
SR 99 to I-5 Alternative * This is my first preference ¹ Less expensive than SR 99 + I-5 to SR 99 ² Less business displacement + residential displacement ³ Less noise pollution
I-5 to SR 99 Alternative ¹ More expensive ² More residential + business displacement ³ More pollution

No Build

2. Please share your feedback on the environmental impacts

Traffic along Pacific Hwy is already congested. Building the Light Rail there will make the traffic and pollution worse.

3. Other comments?

Building the light rail along Pacific Hwy will spoil the beauty of Federal Way. The railway will be an eye sore.

Response to Comment I135-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I135-2

Please see response to Common Comment 11.

Response to Comment I135-3

Please see response to Common Comment 11.

Response to Comment I135-4

Chapter 3, Transportation Environment and Consequences, describes the traffic impacts that would occur for all FWLE alternatives. This chapter also describes how these impacts would be mitigated.

Response to Comment I135-5

Section 4.5, Visual and Aesthetic Resources, summarizes the visual impacts that would occur with each FWLE alternative.

4. Please tell us about yourself. Why are you interested in the project?

- ☒ I live nearby. If so, where? 288 St. - Redondo Vista Condominium
- ☐ I work in the project area. If so, where? _____
- ☐ I own a business nearby. If so, where? _____
- ☐ I attend school in the project area. If so, where? _____
- ☐ Other _____

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Name Rufina JordanMailing Address 28606 16th Ave. S. Unit 304City, State, Zip Fed Way, WA 98003

If you would like to receive project updates by email, please provide your email address: Rufina1@comcast.net

No comments

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative _____

I-5 Alternative _____

SR 99 to I-5 Alternative _____

I-5 to SR 99 Alternative _____

No Build _____

2. Please share your feedback on the environmental impacts

3. Other comments?

1136-1

Please Take Care of your small claims first in Central
Link-Light+Rail Before asking for more money!
14424 51st Ave S. Tukwila 98168

Response to Comment 1136-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- ☒ I live nearby. If so, where? Shuking MY Home.
- ☐ I work in the project area. If so, where? _____
- ☐ I own a business nearby. If so, where? _____
- ☐ I attend school in the project area. If so, where? _____
- ☐ Other _____

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Mailing Address _____

City, State, Zip _____

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Letter FW152

Henry, Craig

Page 1

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The Federal Transit Administration and Sound Transit invite your comments on the Draft Environmental Impact Statement (EIS). The Draft EIS comment period ends on May 26, 2015. All comments received during the comment period will be addressed in the Final EIS. Return this form at a public hearing or mail to the address provided on the back. Comments can also be provided by email to FWLE@soundtransit.org or submitted online at FederalWayLink.org.

1. Please share your comments about the project alternatives and station options

- 1137-1 SR 99 Alternative I feel this is the least best route. Going down 99 will a disruption to the flow of traffic during construction + afterwards. It will also be an eyesore.
- 1137-2 I-5 Alternative This route makes the most sense. It's the most cost effective, it's closer to perimeters & will be the least disruptive to traffic.
- SR 99 to I-5 Alternative This is also acceptable, especially if a 21st station needs to be built.
- I-5 to SR 99 Alternative
- No Build

2. Please share your feedback on the environmental impacts

- 1137-3 On the corner of 99 + Kent/Des Moines Rd. is a pond. I don't know if this is important, but tree frogs breed in this pond. I know this because I live near here and I have the frogs in my yard.

3. Other comments?

- 1137-4 If the 99 alternative is chosen (and I sincerely hope it isn't), the the station should not go directly onto the Highline College campus. This will take out several houses, impact the pond + wooded area (where I have also seen owls + eagles) & will not benefit non-students or non-employees of the college. Other people will need to use this station + the surrounding businesses, so it makes the most sense to have it next to 99. Students can walk a block or two to school.

Response to Comment I137-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I137-2

Please see response to Common Comment 11.

Response to Comment I137-3

Section 4.9, Ecosystems, of the Final EIS, discusses the ecosystem resources in the study area and impacts on them, including wetlands, habitat, and wildlife.

Response to Comment I137-4

Please see response to Common Comment 11. The Sound Transit Board of Directors identified the I-5 Alternative with the Kent/Des Moines SR 99 East Station Option as the Preferred Alternative in July 2015. The Board will select the project to build after considering the analysis in the Final EIS, including public and agency comments and responses.

4. Please tell us about yourself. Why are you interested in the project?

- ☒ I live nearby. If so, where? Des Moines
- ☐ I work in the project area. If so, where? _____
- ☐ I own a business nearby. If so, where? _____
- ☐ I attend school in the project area. If so, where? _____
- ☐ Other: _____

No comments

FOLD HERE FOR MAILING

Return address

Place
Stamp
Here

Attention: Federal Way Link Extension Draft EIS Comments
 Union Station
 401 S. Jackson St.
 Seattle, WA 98104-2826

FOLD HERE TO OPEN MAILING

Stay in touch

Sound Transit is required to mail a notice to each person that comments on the Draft EIS to announce when the Final EIS is available. Please help us meet this requirement by providing your name and mailing address:

Name Craig Henry

Mailing Address 23250 26th Ave S

City, State, Zip Des Moines, WA 98198

If you would like to receive project updates by email, please provide your email address: _____

Send us your comments

The Federal Transit Administration and Sound Transit invite your comments on the Draft Environmental Impact Statement (EIS). The Draft EIS comment period ends on May 26, 2015. All comments received during the comment period will be addressed in the Final EIS. Return this form at a public hearing or mail to the address provided on the back. Comments can also be provided by email to FWLE@soundtransit.org or submitted online at FederalWayLink.org.

1. Please share your comments about the project alternatives and station options

1138-1 SR 99 Alternative "Moving people to places for shopping, working and other activities seems to be accomplished with the SR99 option. I-5 is too far from many businesses."

I-5 Alternative

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

1138-2 Parking!! Presently the parking at Tukwila is not adequate. I am sure previous studies showed it should be sufficient. It is not! I ride frequently and usually end up parking on top of the garage, and some times a street a few blocks further away. Please include enough parking at each station.

Response to Comment 1138-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1138-2

Please see response to Common Comment 5.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- ☒ I live nearby. If so, where? 260th & Military
- ☐ I work in the project area. If so, where? _____
- ☐ I own a business nearby. If so, where? _____
- ☐ I attend school in the project area. If so, where? _____
- ☐ Other Ride frequently from Tukwila to downtown

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Return Address



Attention: Federal Way Link Extension Draft EIS Comments
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

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Stay in touch

Sound Transit is required to mail a notice to each person that comments on the Draft EIS to announce when the Final EIS is available. Please help us meet this requirement by providing your name and mailing address:

Name Perry Rack

Mailing Address 3322 S. 256th St.

City, State, Zip Kent, WA 98032

If you would like to receive project updates by email, please provide your email address: _____

Letter FW156

Hnin, Charis

Page 1

Dear Sound Transit Board,

I am writing in support of the SR-99 Alignment option for the Angle Lake – Federal Way Link Light Rail Extension.

I have two reasons— one stems from my person experience and another stems from my professional experience working at Highline College as Housing Coordinator for International Student Programs.

1. Personal Experience : **We do not need another commuter station in Des Moines.**

I live in a single-family home in Tukwila which is exactly 1.6 miles away from Tukwila International Boulevard Station (TIBS). I drive to TIBS every morning to drop off my husband who works in an engineering firm in downtown Seattle. TIBS is clearly a commuter station. The parking lot is often full by 6:30am.

Although TIBS serves our family well given that we have a car and our schedules work out, I plead that Sound Transit does not to put another commuter station in Des Moines. Many households in Southwest King County need the light rail to be in transit within our richly diverse community, not just another commuter train for people who work in Seattle. Many of them do not have an extra car to take them to the commuter station.

Therefore, in solidarity with many of my colleagues at Highline College, I support SR-99 alternative over any other alternatives.

2. Professional Experience

As I have mentioned, I work for Highline College as Housing Coordinator for International Student Programs (ISP). Highline College has on average of 500 international students every quarter. Approximately 46% live in Des Moines and 24% live in Federal Way. The remaining students are distributed throughout the municipalities near Highline. It is also important to note that vast majority of the international students (about 95%) rely solely on public transportation. Bringing the light rail closer to Highline College (SR-99 alternative) would serve as a great incentive for future international students to live and study in our community. Likewise, it would greatly benefit 10,000 plus domestic students enrolled at Highline. **What does increasing international and domestic student population at Highline mean?** It means greater economic impact on South King County!

In 2011-2012 academic year, Highline's international students contributed approximately \$9.4 million to the local economy. As the program grows, the positive economic impact on South King County with also increase.

Best, Charis Hnin (charis.m.hnin@gmail.com)



Response to Comment I140-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Section 3.5.6.1 describes the walk- and bikesheds for the Kent/Des Moines Station.

Response to Comment I140-2

Please see response to Common Comment 4.

Letter FW157

Jollimore, Jim

Page 1

Send us your comments

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative	THIS IS BEST THIS IS ALREADY A BUSY COMMERCIAL CORRIDOR WITH ITS ASSOCIATED RISKS & ACTIVITIES - THIS IS WHERE THE PEOPLE ARE! (PEOPLE = RIDERS)
I-5 Alternative	NO-GOOD - TOO MANY ZIGS & ZAGS (ZIGS = NOISE) & IT MISSES TOO MANY BUSY AREAS
SR 99 to I-5 Alternative	
I-5 to SR 99 Alternative	
No Build	= NOT AN ALTERNATIVE! 'NO-BUILD' WOULD BE A SERIOUS MISTAKE!

2. Please share your feedback on the environmental impacts

SR 99 = LEAST ENVIRONMENTAL IMPACTS! (PROBABLY NO 'SENSITIVE' AREAS) - IT'S ALREADY DEVELOPED!
--

3. Other comments?

KEEP THE TRAINS/TRACKS OUT IN PLAIN-SIGHT WHERE PEOPLE CAN SEE THEM AND USE THEM. A STATION AT SOUTH 216TH ST / PACIFIC HWY S IS IMPORTANT - PLEASE INCLUDE IT IN THE INITIAL BUILD PLAN/PHASE
IT'S TIME TO STOP TALKING AND TO START CONSTRUCTION! THERE (MAY) WANT THIS!

Response to Comment I141-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I141-2

Please see response to Common Comment 11.

Response to Comment I141-3

The SR 99 Alternative would have fewer impacts on many environmental resources, but would also have greater impacts on other resources. Chapter 8, Alternatives Evaluation, of the Final EIS describes the trade-offs in benefits and impacts of all FWLE alternatives.

Response to Comment I141-4

Although a potential additional station at S 216th Street is evaluated in the Final EIS, it is not funded under ST2 or proposed for funding under ST3. This area would be accessible from light rail at the Angle Lake or Kent/Des Moines Station with a transfer to RapidRide A Line.

Response to Comment I141-5

Please see response to Common Comment 10.

No comments

4. Please tell us about yourself. Why are you interested in the project?

☒ I live nearby. If so, where? DES MOINES, WA

☐ I work in the project area. If so, where? _____

☐ I own a business nearby. If so, where? _____

☐ I attend school in the project area. If so, where? _____

☐ Other _____

----- FOLD HERE FOR MAILING -----

Jim Jollimore
22806 13TH AVE S.
DES MOINES, WA 98198

SEATTLE WA 98104
06 MAY 2015 PM 2:1

FIRST CLASS MAIL

SEATTLE WA 98104
06 MAY 2015 PM 2:1

FIRST CLASS MAIL

MEDAL OF HONOR

SOUNDTRANSIT
Attention: Federal Way Link Extension Draft EIS Comments
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

----- FOLD HERE FOR MAILING ----- 9810428462 -----

Stay in touch

Sound Transit is required to mail a notice to each person that comments on the Draft EIS to announce when the Final EIS is available. Please help us meet this requirement by providing your name and mailing address:

Name Jim Jollimore

Mailing Address 22806 13TH AVE S.

City, State, Zip DES MOINES, WA 98198

If you would like to receive project updates by email, please provide your email address: _____

Letter FW158

Whisner, Jack

Page 1

From: jack@box920.bluewin.ch
To: [FW-5](#)
Subject: Comment - ST Federal Way Link Extension
Date: Thursday, May 07, 2015 9:46:51 PM

From: Jack Whisner <eddiew@speakeasy.net>

Message Body:

SR 99 Comment: best, if you use Link

I-5 Comment: has almost no pedestrians; Link should not be placed in freeway envelopes

SR 99 to I-5 Comment: loopy

1142-1 I-5 to SR 99 Comment: loopy

Environmental Comment: ST should also study and fund a robust network of regional express bus service on revised and improved routes 574, 577, and 594 using the Federal Way TC and South 317th Street center access ramps and tolling of I-5 by state.

1142-2 Other Comment: ST3 may be decades away; need better service now.

Name: Jack Whisner
Address: 8325 11th Ave NW
City: Seattle
State: Washington
Zipcode: 98117

Email: eddiew@speakeasy.net

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): transit interest and political activist and taxpayer.

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment 1142-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Please see Chapter 1, of the Final EIS for the purpose and need for the project.

Response to Comment 1142-2

Please see response to Common Comment 10.

From: erickp@bus920.buses.com
To: Eyle
Subject: Comment - ST Federal Way Link Extension
Date: Thursday, May 07, 2015 5:43:38 PM

From: Parveen Ericksen <ericksengp@gmail.com>

Message Body:

SR 99 Comment: We are writing in support of the SR-99 Alignment option for the Angle Lake – Federal Way Link Light Rail Extension. Our reasons are as follows:

1) The light rail has the potential to be a catalyst for more sustainable economic development in south west King County. To reach that long term potential, the stops need to be located where people and businesses are - or where we want them to be in the future. Concentrations of businesses and people are what we need for sustainable development.

o The FAA facility that will be going in at 216th and 24th is a good example – it has 1600 employees. There should be a stop at 216th. If that facility is well served, other large-scale employers are more likely to locate there.

2) The light rail should be transit within our richly diverse community, not just another commuter train for people who work in Seattle. The Sounder Trains and express busses on I-5 already serve Seattle commuters – and do it faster.

3) No matter what the route, it's a lot of money (\$1.4-1.9 Billion). That money should be an investment with the greatest long term potential for serving – and improving the livability and quality of life – of our communities.

o South West King County is disadvantaged compared to wealthier areas of King County in terms of life expectancy (77 vs. 85 yrs), household income (\$45.5k vs. \$118.5k) and educational attainment (bachelor's degree or higher 24% vs. 46% for the county as a whole). To a large degree, the current placement of infrastructure – the freeways, airport, and large-scale industrial and retail facilities – have created those disparities. The light rail route should make an explicit effort to improve this history by creating as much potential for sustainable, community-accessible, mixed development as possible.

4) Public safety – as well as perceived safety – is another important argument for an SR-99 alignment. More ridership in well-traveled areas is safer. Keeping the stops in visible, busy destinations along Pacific Highway reduces the potential for riders to be targets for crime – or to feel that they are.

This regional development project is a unique opportunity to simultaneously address many challenges facing South West King County in a positive manner. We have the chance to create a model of how suburban transit can permanently transform a diverse community that has been historically disadvantaged in terms of housing, education, jobs and local transportation. To ignore the local neighborhoods in favor of building yet another way for development to literally pass us by would be a short-sighted and costly mistake.

Signed,

Parveen Ericksen

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Response to Comment I143-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Although a potential additional station at S 216th Street is evaluated in the EIS, it is not funded under ST2 or proposed for funding under ST3.

Response to Comment I143-2

Please see response to Common Comment 8.

Response to Comment I143-3

Section 4.14, Public Services, Safety, and Security, provides additional information on security at stations and how Crime Prevention Through Environmental Design (CPTED) principles would be incorporated.

Response to Comment I143-4

Please see response to comment I149-2.

Environmental Comment:

Other Comment:

Name: Parveen Ericksen
Address: 1321 S 303rd St
City: Federal Way
State: wa
Zipcode: 98003

Email: ericksengp@gmail.com

I live nearby. If so, where?: Close to Pacific Hwy. That is what connects the community and is a good route.

I work in the project area. If so, where?: Des Moines 268th St

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Please keep the community in mind and go for the option of having it on Pacific Hwy. We may not live to see it but it is the chance to give future generations a easy commute and connectivity with the community.

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

No comments

Letter FW160

Rogers, Alena

Page 1

From: arc@hntb.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Thursday, May 07, 2015 3:10:59 PM

From: Alena Rogers <alena_rogers@yahoo.com>

Message Body:
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: I absolutely do not support the people in the area of 30th Ave between 232nd and 240th being displaced for this project. This is a low income community that also happens to be the largest Latina/o population in King County. Why are they chosen? Because they have the smallest voice? This is a marginalized population as it is, and if you take their homes for this project, it will be an environmental injustice.

King County also has an affordable housing crisis on it's hands, and the number of homeless families is increasing. If you choose to displace the people in that neighborhood and demolish the housing, how does Sound Transit plan to work with King County to replace the exact number of affordably priced units to make up for the amount being lost? Thank you

Other Comment:

Name: Alena Rogers
Address: 21825 30th Ave S APT 1
City: Des Moines
State: WA
Zipcode: 98198

Email: alena_rogers@yahoo.com

I live nearby. If so, where?: See my address

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Alum of Highline

Other (please specify):

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment I144-1

Please see response to Common Comment 3 in Table 9-6 of Chapter 9 of the Final EIS. Chapter 8, Alternatives Evaluation, includes a comparison of alternatives and shows the trade-offs among alternatives, including ridership, cost, and environmental impacts. See Chapter 7, Environmental Justice, and Appendix B, Public Involvement and Agency Coordination, of the Final EIS for information on the outreach that Sound Transit has performed and the efforts moving forward. Section 4.4, Social Impacts, Community Facilities, and Neighborhoods, and Chapter 7 provide information on Sound Transit's Transit-Oriented Development Policy related to affordable housing in station areas. Jurisdictions along the FWLE corridor have adopted goals and policies in their comprehensive plans related to the provision of affordable housing options.

Letter FW161

Talkington, Barbara

Page 1

From: bjrdan@box920.bluehost.com
To: FW:E
Subject: Comment: ST Federal Way Link Extension
Date: Thursday, May 07, 2015 3:02:32 PM

From: Barbara Talkington <bktalkington@gmail.com>

Message Body:

1145-1 SR 99 Comment: I like SR 99 Alternative with S 216th West but I would much rather have the stop near Highline College to be the 30th Ave West Station a little further from the college. I am worried about the safety of our students if the station is right next to or under the college especially since non students will be also using the lightrail.

1145-2 I-5 Comment: Do not like any of the I5 routes. There are not enough stops to make it useful to enough people, especially for the cost

1145-2 SR 99 to I-5 Comment: I like the station at 30th Ave West plus the 260th station but I do not like the rest of this route. It doesn't make sense for the lightrail to follow I5, it's doesn't serve or help local businesses.

1145-3 I-5 to SR 99 Comment: I like this route but don't understand why it has to go towards I5 at 208th. Would it not be better to have it go from Angle Lake station to 216th then to Kent/Des Moines 30th Ave West station?

Environmental Comment:

Other Comment:

Name: Barbara Talkington
Address: 36225 23rd Pl S
City: Federal Way
State: WA
Zipcode: 98003

Email: bktalkington@gmail.com

I live nearby. If so, where?: Yes, Federal Way

I work in the project area. If so, where?: Yes, Highline

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment I145-1

The Preferred Kent/Des Moines Station would be located on the west side of 30th Avenue. Please also see response to Common Comment 7 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I145-2

Please see response to Common Comment 1. The Preferred Kent/Des Moines Station would be located on the west side of 30th Avenue.

Response to Comment I145-3

This alternative was intended to avoid the impacts that would occur on SR 99 between the Angle Lake and Kent/Des Moines stations with the SR 99 Alternative.

Letter FW162

Ferguson, Daniel

Page 1

From: purple1@fox920.biznet.com
To: [DUE](#)
Subject: Comment - ST Federal Way Link Extension
Date: Thursday, May 07, 2015 8:37:29 AM

From: Daniel Ferguson <fergyme@yahoo.com>

Message Body:

1146-1 SR 99 Comment: The SR99 alternative is the correct way to go. Its impact on the local community will be felt far more than the alternative I-5 choice. I am opposed to Sound Transit building stops along I-5 because all it will do is create more and more stops for commuters to use as stop and go. We already have that in the Sounder trains. We need meaningful transportation options for our communities in the Des Moines, Sea Tac, Federal Way corridor along SR 99

I-5 Comment: Terrible choice, in my opinion. What are we creating, yet another way to subvert the local communities that should be served by a light rail option?

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1146-2 Environmental Comment: It's clear that building light rail will better serve the local communities. I don't want light rail to be yet another way for people driving half way to work and then hopping on board the train. We have that already in Sounder trains.

Other Comment:

Name: Daniel Ferguson
Address: 20627 4th Place S
City: Des Moines
State: WA
Zipcode: 98198

Email: fergyme@yahoo.com

I live nearby. If so, where?: I live in the area close to Normandy Park

I work in the project area. If so, where?: Highline College

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment 1146-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1146-2

Please see response to Common Comment 11.

Letter FW163

Villiers, Ana

Page 1

From: pridgli@box920.hushnet.com
To: FWLE
Subject: Comment - ST Federal Way Link Extension
Date: Wednesday, May 06, 2015 8:50:06 PM

From: Ana Villiers <anavilliers@gmail.com>

Message Body:
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1147-1 Environmental Comment: I like to know how will impact in my house of 23438 28th Avenue South
Des Moines WA 98198. I moved here on November 2014. If I am force to moved, what plan sound
transist will have for us.

Other Comment:

Name: Ana Villiers
Address: 23438 28 Avenue South
City: Des Moines
State: Washington
Zipcode: 98198

Email: anavilliers@gmail.com

I live nearby. If so, where?: I am worry moving to another place and how is going to affect my family

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

—
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Response to Comment 1147-1

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. Appendix D4.1 identifies the parcels affected by each alternative and option.

Letter FW164

Harris, J.C.

Page 1

From: [JC Harris](#)
To: [FWLE](#)
Subject: FWLE EIS Draft Comments
Date: Thursday, May 07, 2015 10:53:27 PM

I live in Des Moines. I have read your brochure and I support the SR99 Alternative (with S216th St West Station)

My priorities are:

1. To provide as many stops as possible

2. To provide as many stops that do NOT require park n rides. IOW, some of the other alternatives seem geared more toward commuters - driving - to the stop.

We have to make it as easy as possible for the -locals- who want to work downtown to commute. It's currently VERY difficult to do this via bus.

My concerns are mainly MITIGATION... making sure that the stops do not degrade the quality of life along Pacific Highway.

Also, so far I haven't seen nearly enough INFORMATION about the quality of life impact:

1. I want information on how much planning (and money) is being set aside for each city (Des Moines/Kent/Federal Way) to manage the new traffic.

2. Will there be money for added police? For added garbage collection?

3. How will SoundTransit -coordinate- with city police and services? So far I haven't seen -any- information on those points.

4. What studies are being done as to the effect on property values for nearby homeowners? What sorts of new businesses can be expected?

5. What are the expected impacts on crime? Homeless people and vagrancy? Surely, you can make educated guesses on these but I haven't seen anything.

Thanks,

---JC Harris
Des Moines

Response to Comment I148-1

Please see responses to Common Comments 1 and 5 in Table 9-6 of Chapter 9 of the Final EIS. The FWLE will provide more reliable and frequent service to downtown Seattle for commuters in the FWLE corridor.

Response to Comment I148-2

Chapter 3, Transportation, of the Final EIS provides information on traffic operations within the local jurisdictions and how the build alternatives would improve the speed and reliability of travel for both autos and buses. Chapter 3 also includes information on the mitigation measures that would be implemented by Sound Transit to address any transportation-related impacts. Section 4.14, Public Services, Safety, and Security, provides information on public service providers including police and solid waste. It also describes how Sound Transit security works with local law enforcement at transit facilities. Section 4.3, Economics, provides information on property values.

Letter FW166

Multiple (230 signatures)

Page 1

Dear Sound Transit Board,

We are writing in support of the SR-99 Alignment option for the Angle Lake – Federal Way Link Light Rail Extension. Our reasons are as follows:

- 1) The light rail has the potential to be a catalyst for more sustainable economic development in south west King County. To reach that long term potential, the stops need to be located where people and businesses are - or where we want them to be in the future. Concentrations of businesses and people are what we need for sustainable development.
 - o The FAA facility that will be going in at 216th and 24th is a good example – it has 1600 employees. There should be a stop at 216th close to Pacific Highway. If that facility is well served, other large-scale employers are more likely to locate there.
- 2) The light rail should be transit within our richly diverse community, not just another commuter train for people who work in Seattle. The Sounder Trains and express busses on I-5 already serve Seattle commuters – and do it faster.
- 3) No matter what the route, it's a lot of money (\$1.4-1.9 Billion). That money should be an investment with the greatest long term potential for serving – and improving the livability and quality of life – of our communities.
 - o South West King County is disadvantaged compared to wealthier areas of King County in terms of life expectancy (77 vs. 85 yrs), household income (\$45.5k vs. \$118.5k) and educational attainment (bachelor's degree or higher 24% vs. 46% for the county as a whole). To a large degree, the current placement of infrastructure – the freeways, airport, and large-scale industrial and retail facilities – have created those disparities. The light rail route should make an explicit effort to improve this history by creating as much potential for sustainable, community-accessible, mixed development as possible.
- 4) Public safety – as well as perceived safety – is another important argument for an SR-99 alignment. More ridership in well-traveled areas is safer. Keeping the stops in visible, busy destinations along Pacific Highway reduces the potential for riders to be targets for crime – or to feel that they are.

This regional development project is a unique opportunity to simultaneously address many challenges facing South West King County in a positive manner. We have the chance to create a model of how suburban transit can permanently transform a diverse community that has been historically disadvantaged in terms of housing, education, jobs and local transportation. To ignore the local neighborhoods in favor of building yet another way for development to literally pass us by would be a short-sighted and costly mistake.

Signed,

181 on paper

49 digital

230 total

Response to Comment I149-1

Please see response to Comment I143-1.

Response to Comment I149-2

Please see response to Comment I143-2.

Response to Comment I149-3

Please see response to Comment I143-3.

Response to Comment I149-4

Please see response to Comment I143-4.

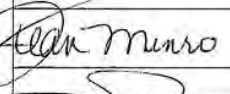

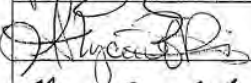
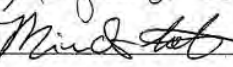
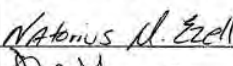
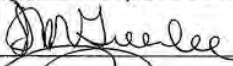


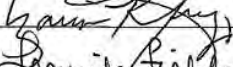
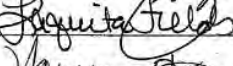
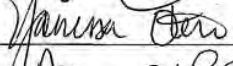

FW166-1

No comments

Signature	Name	City of Residence
OCTAVIA TOWNSEND	OCTAVIA TOWNSEND	SEATTLE
M. M. M.	Melinda McCutchen	Federal Way
Jeanette B. Wisser	Jeanette B. Wisser	tacoma - work in Des Moines
BJ Silipa	BJ SILIPA	FEDERAL WAY.
Rachael Anderson	Rachael Anderson	Seatac
Alexis Williams	Alexis Williams	Federal Way
Rachelle Lyons	Rachelle Lyons	Burien
Ebony Jordan	Ebony Jordan	Des Moines/Kent
Debbie Faison	Debbie Faison	SeaTac
Daryl Stratford	Daryl Stratford	Fife
Cecilia Jimenez-Medina	Cecilia Jimenez-Medina	Kent
KENORA FERRER	KENORA FERRER	FEDERAL WAY
Sanchez, Vincent J.	Sanchez, Vincent J.	Phyllis

FW166-2

No comments




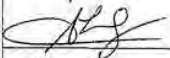
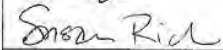
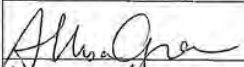



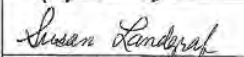


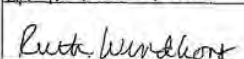
Signature	Name	City of Residence
	Jean Munro	Des Moines
	Dana Clark	Kent
	Alycia Williams	Kent
	Maria Tolosa	Kent
	Natorius D. Ezell	Tacoma
	Susan Greenlee	Tukwila
	Robyn Richins	UP
	Carina Rehner	Algona
	Laquita Fields	Federal Way
	Ynessa Otero	Fed. Way
	DEANA A. RADER	Tacoma
	Ahmad Shir	Kent

No comments

[illegible]

FW166-4

No comments

Signature	Name	City of Residence
	Rosemary Adams	Renton
	Avery Viehmann	Seattle
	Stephanie Qida Espinoza	Des Moines
	Arline L. Garai	Seattle
	Susan Rich	Seattle
	Allisa Green	Seattle
	Wendy Swyf	Seattle
	Angela Caster	Auburn
	Shon Meckfessel	Seattle
	Susan Landgraf	Auburn
	SHARON HASHIMOTO	Tukwila
	GAYATRI SIROHI	ISSAQUAH
	ROTH WINDHOVER	Seattle

FW166-5

No comments

[illegible]

[illegible]

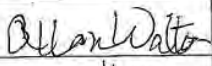



FW186-7

No comments

Signature	Name	City of Residence
<i>Becca Pinney</i>	Becca Pinney	Des Moines
<i>DAVID ABRUQUA</i>	DAVID ABRUQUA	Federal Way
<i>Karen Herndon</i>	Karen Herndon	Seattle 98136
<i>LAP TRAN</i>	LAP TRAN	KENT
<i>TAM DUC</i>	TAM DUC	Des Moines
<i>WILLIAM CHAMBERS</i>	WILLIAM CHAMBERS	GIG HARBOR
<i>PATRICIA A. LAWSON</i>	PATRICIA A. LAWSON	Federal Way
<i>Ana Miyares</i>	Ana Miyares	Burien
<i>Blanca Berrios</i>	Blanca Berrios	Burien
<i>XIN NGUYEN</i>	<i>Xu</i>	Federal Way
<i>Romana Mamerto</i>	Romana Mamerto	Tukwila
<i>Elba Celis</i>	Elba Celis	Renton

FW166-8

No comments

Signature	Name	City of Residence
	Allan Walton	Normandy Park
	Razmehr Fardad	Kent
	Helen Breen	SEATTLE
	Scott Kn	Kent
Erik M. Scott	Erik Scott	Federal Way
Sherri Chun	Shun	Seattle
	Terry Meedink	Federal Way
Ellen Breen	Ellen Breen	Seattle
Shane Kibler	Shane Kibler	Seattle
Sally Walton	Sally Walton	Normandy Park
	Jennifer Johnston	Tacoma
Christopher Breen	Christopher Breen	Tukwila
	Elizabeth Word	Tacoma
	Maralee Word	Tacoma

FW166-9

No comments

[illegible]

FW166-10

No comments

Signature	Name	City of Residence
	James Peyton	Kent
	KEVIN STANLEY	Seattle
	Ruth Frickle	Seattle
	Jenni Ann Jones	Front
	Timothy J. McMahon	Seattle
	Shana Friend	Auburn
	Ben Gonzalez	Seattle
	Rod Fowers	Bellevue
	Michele Markar	Seattle
	MARSA J. MAIR	Kent
	Sue Frantz	Renton
	Emmanuel Chiabi	Spanaway
	MARK NORTH	KENT
	Teresa Balkenende	Seattle
	Lennie Somer	Seattle
	MOIRA FULTON	SEATTLE

Joke Pan
 Lisa Eash
 Shawn Boughen
 Bob Boughen

TERESA PAN
 Lisa Eash
 Shawn Boughen
 BOB BOUGHEN


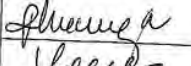
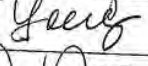


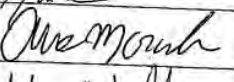
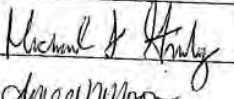

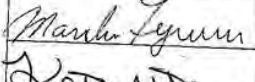
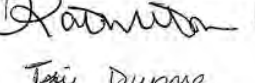
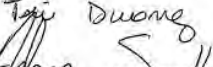

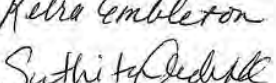

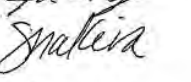



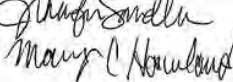
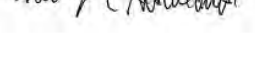
NE TACOMA
 Kent
 Newcastle
 11

FW166-11

No comments


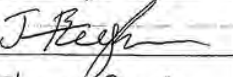

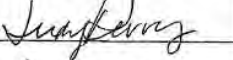
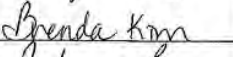
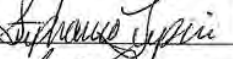
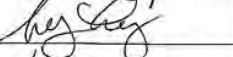
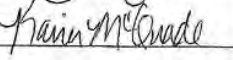
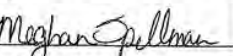
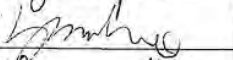
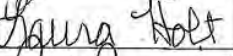
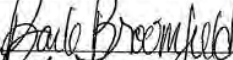



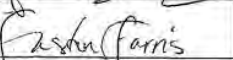
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No comments

Signature	Name	City of Residence
	Eva Engelhard	Kent
	NGA PHAM	DES MOINES
	Yung Suttell	Maple Valley
	Daniel T Ferguson	Des Moines
	KATHLEEN HASSELBLAD	TACOMA
	Ana Morales	Auburn.
	Michael J Gruberg	TACOMA
	Amee M. Moon	Kent
	Mariko Fujiwara	Seattle.
	Katie Washington	ORTING
	TRI DUONG	DES MOINES
	Adam Swallen	Renton
	Ketra Embleton	Edgewood
	Suthita Oudomsouk	TACOMA
	Joe A. Aguilar	Kent
	Shakira Erickson	Federal Way
	Debra Dickson	Federal Way
	Tania Lopez	Seattle.
	Jennifer Sandler	Federal Way
	MARY HOWLAND	SEATTLE

FW166-13

No comments

Signature	Name	City of Residence
	LINDA J MICHAEL	BURIEN
	James Birmingham	Tacoma
	Elouise Cassatt	Renton
	JUDY PERRY	Tacoma
	Brenda Kim	Issaquah
	Stephanie Turpin	Spanaway
	Serey Long	Kent
	Karin McQuade	Sumner
	Meghan Spellman	Kent
	Yasmine Mahasfah	Kent
	Laura Holt	Federal way
	Barb Broomfield	Autumn
	Kenita Erb	Kirkland
	Crystal Kitterman	Des Moines
	Phn Siangxay	Renton
	Justin Fornis	Federal Way

FW166-14

No comments

[illegible]

FW166-15

No comments

[illegible]

FW166-16

No comments

Signature	Name	City of Residence
	Patricia L. Daniels	Enumclaw
	Gary McLure	Federal Way
	June Jarvey	Bonney lake
	David Hanline	Tacoma
	RACHNA KARKER	Federal Way
	MACIA MANCIN	Federal Way
	Edward Richards	Puyallup
	Randy Ellis	Thurston/dly
	Mark Wynn	Federal Way
	Justin Pedersen	Federal WAY
	Donald A. Sagmo	Des Moines
	Kurtis W. Keltner	Federal Way
	Dawn M. Saunders	Seattle
	Phillip Wilson	Federal Way
	Kyle Evans	Kent

FW166-17

No comments

Digital Signatures:

Signed,

Name Kendall F. Evans City of Residence Pacific, WA

Signed,

Name Jonathan Brown City of Residence Seattle

Signed,

Noory Kim Seattle

Signed,

Name Clara Zamalloa City of Residence Federal Way

Signed,

Name Laura Yanez City of Residence Federal Way

Signed,

Name Sue Nickson City of Residence Federal Way WA

Signed,

Name Naomi Rujoni City of Residence Des Moines

Signed,

Name Richelle Enriquez City of Residence Burien

Signed,

Name Joey Taylor City of Residence Federal Way

FW166-18

No comments

Signed,

Cassandra L Bennett

City of Residence University Place

Signed,

Name Frkad Almaroof

City of Residence Kent, WA

Signed,

Name
Kaylene Sum

City of Residence
Kent

Signed,

Thomas Bui

Renton

Signed,

Name Karina Adame-Meza

City of Residence Burien WA

Signed,

Rebecca Ring

City of Residence Des Moines

Signed,

Name **Kari Coglon Cantey**

City of Residence **Seattle**

Nadia B. Toussaint, West Seattle, WA

Dewayne Hartfield, Kent, WA

Maria Ramirez, Des Moines, WA

Mason Olivo, Burien, WA

Ben Friday, Des Moines, WA

Joyann Crisanto, Seattle, WA

Patty Worthington, Burien, WA

Thanks for sending this! I'd like to be a signer :) Madison Gridley, Federal Way

FW166-19

No comments

Please add my name!

Viokey Hartley

Sign on to the letter below by 1pm:

Barbara Lester Burien

Signed,

Noah Overby Resident of Des Moines, WA

Noah Overby

Signed,

Charlotte Fellers Auburn, WA 98002

Signed,

Ruth Krizan Normandy Park

Signed,

Hara Brook City of Residence – Seattle, WA 98118

I'd like to add my name to the letter.

Mariela Barriga, Seattle

Signed,

Name Angie Hunckler City of Residence Seattle

Signed,

Name: Ekkarath Sisavatdy City of Residence: Des Moines

FW166-20

No comments

Signed,
Christine Neuffer

Tukwila

I am in full support of the letter. Michael Pham, Auburn.

Thanks again!

Gene Achziger

Des Moines, WA 98198

Tim Wrye, Tacoma, WA

Signed,

Maati Ka'awa

Resident of Des Moines

Dennis Steussy City of Des Moines

Aylen Rounds, Seattle

Mary Boldt

Auburn, WA

Rus Higley, Tacoma

Siew Lai Lilley

Federal Way, WA

Emily Coates

Des Moines

Signed,

Name Kip Wanzer

City of Residence: Seattle

Signed,

Dana Rollins

Kent

Awesome, James. Add me to the letter. I live in Seattle.

Sherri Chun

Natalie Sylva Bjorge

Seattle

Letter FW167

Diaz, Rebecca

Page 1

2

1 Des Moines, Washington, Thursday, May 7, 2015

2 4:00 p.m.

3 -----

4 **FW167** MS. DIAZ: Rebecca Diaz, R-e-b-e-c-c-a

5 D-i-a-z. I personally feel that the new route for the
6 light rail should be definitely a lot closer to Highline
7 because it makes it easier for the people that commute.
8 Because right now the A Line takes a little bit too long
9 because it makes a lot of stops, and it also doesn't
10 create as much community or centers around it.

11 And I think that if the light rail was closer
12 to Highline, that it would create a lot more businesses
13 and a lot more people to Highline. Because right now we
14 don't have a lot of like places to eat or like to hang
15 out or do anything.

16 So we have to go a long way -- we either have
17 to go up to like SeaTac or all the way down to Federal
18 Way to eat. So I think that's very inconvenient. And
19 it takes a lot of time out of my day as well as study
20 time to go out to eat.

21 I really like the idea of the 5 Route because
22 it would create an overpass to get closer. And it's
23 like still close but doesn't cause a lot of disruption
24 on the Pacific Highway.

25 But I also like the one where it's going

Response to Comment I150-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

I150-1



3

1 straight through the -- Route 99 -- because it's going
2 to create a lot of centers and really give, I feel, that
3 area more business. Because right now it's kind of dead
4 and not as nice as other parts that have more
5 transportation on them.
6 And that's it. That's all that I have to say.
7 Thank you.

8 MR. AN: My name is Bill An. A-n is last
9 name. First name is Bill, B-i-l-l. Thank you very much
10 giving me opportunity sharing this transit information.
11 The first thing I would like mentioning that -- as you
12 know, 320th exit over Federal Way is a four-lane exit
13 from the Freeway 5, including transit lane. Commercial
14 properties is location, location, location.

15 There is no four-lane exit from the Freeway 5,
16 south and north, up to California. This is a one-time
17 opportunity I buy this property. And then I would like
18 to keep as it is. If the transit taking over the
19 Gateway Center, it would be affected -- great impact
20 over City of Federal Way.

21 Because I have 22 tenants who has -- over
22 hundred -- several hundred employees -- plus direct
23 impact. They spending about their local community
24 thousands of dollars every year because of that. They
25 are annual expenses such as their landscape, electrical

Letter FW169

Rollins, Dana

Page 1

5

1 So in order to organize all this, we strongly
2 recommend that the 99 going through the Target area and
3 the re-routing to behind the SeaTac Malls. That's most
4 desirable at this moment because of that. And then we
5 are --

6 However, this is the -- If you -- if the
7 transit take over this property, there will be a great
8 impact over -- economic impact over City of Federal Way
9 because of that. Employment and their tenants -- or
10 tenants' expenses -- local merchants and contractors
11 will be -- may suffer from that.

12 So, if possible, please avoid this property.
13 It is almost 17 acres property. Please try to avoid it
14 as much as you can. And if you have to come -- 317 --
15 please try to locate 317 north side rather than through
16 my property -- by the school. Thank you very much.

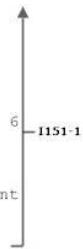
17 **FW169** MR. ROLLINS: My name is Dana Rollins. Last
18 name, R-o-l-l-i-n-s. First name, D-a-n-a. I just like
19 to say I'm in favor of having the light rail go here to
20 campus, down 99. I think it makes a lot more sense in
21 the long run, economically. I think it would do great
22 for the community.

23 I think it'd be a safer route than running
24 down I-5. It would be a lot more convenient for this
25 area. I think -- which is -- it would be a boon for

I151-1

Response to Comment I151-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.



1 business as well -- for both Seattle and Des Moines/Kent
2 area. Thank you for giving me the opportunity to say
3 that.

4 MS. KRIZAN: My name is Ruth Krizan. It's
5 K-r-i-z-a-n. I am a student here at Highline. I'm the
6 Student Government Vice President. Highline College has
7 17,000 students. Highline students live in Des Moines,
8 Kent, Federal Way, SeaTac, Burien, Tukwila, Renton,
9 Tacoma.

10 Highline College is a major destination for
11 its public transportation users. Highline College
12 students want a stop called Highline College Stop and
13 the station to be as close to Highline College doors as
14 possible. Thank you.

15 MR. ALMAROOF: I'm Erkad Almaroof, and I'm a
16 student at Highline. And, actually, I found this
17 project interesting -- to serve the community and the
18 students, especially students at Highline. It connects
19 Highline to Tacoma and the Tukwila and wherever this
20 rail will go.

21 We need -- we urgently need the station close
22 to our campus. This will help students to be more safe,
23 save time. And it will encourage students like me who
24 use their own cars to use the public transit --
25 transportation.

Letter FW170

Krizan, Ruth

Page 1

6

1 business as well -- for both Seattle and Des Moines/Kent
2 area. Thank you for giving me the opportunity to say
3 that.

4 **FW170** MS. KRIZAN: My name is Ruth Krizan. It's
5 K-r-i-z-a-n. I am a student here at Highline. I'm the
6 Student Government Vice President. Highline College has
7 17,000 students. Highline students live in Des Moines,
8 Kent, Federal Way, SeaTac, Burien, Tukwila, Renton,
9 Tacoma.

10 Highline College is a major destination for
11 its public transportation users. Highline College
12 **I152-1** students want a stop called Highline College Stop and
13 the station to be as close to Highline College doors as
14 possible. Thank you.

15 MR. ALMAROOF: I'm Frkad Almaroof, and I'm a
16 student at Highline. And, actually, I found this
17 project interesting -- to serve the community and the
18 students, especially students at Highline. It connects
19 Highline to Tacoma and the Tukwila and wherever this
20 rail will go.

21 We need -- we urgently need the station close
22 to our campus. This will help students to be more safe,
23 save time. And it will encourage students like me who
24 use their own cars to use the public transit --
25 transportation.

Response to Comment I152-1

Sound Transit has a formal process for naming stations that occurs during final design. This is a public process and students, along with other members of the public, will have an opportunity to provide input on the station name. Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW171

Almaroof, Frkad

Page 1

6

1 business as well -- for both Seattle and Des Moines/Kent
2 area. Thank you for giving me the opportunity to say
3 that.

4 MS. KRIZAN: My name is Ruth Krizan. It's
5 K-r-i-z-a-n. I am a student here at Highline. I'm the
6 Student Government Vice President. Highline College has
7 17,000 students. Highline students live in Des Moines,
8 Kent, Federal Way, SeaTac, Burien, Tukwila, Renton,
9 Tacoma.

10 Highline College is a major destination for
11 its public transportation users. Highline College
12 students want a stop called Highline College Stop and
13 the station to be as close to Highline College doors as
14 possible. Thank you.

15 **FW171** MR. ALMAROOF: I'm Frkad Almaroof, and I'm a
16 student at Highline. And, actually, I found this
17 project interesting -- to serve the community and the
18 students, especially students at Highline. It connects
19 Highline to Tacoma and the Tukwila and wherever this
20 rail will go.

21 We need -- we urgently need the station close
22 to our campus. This will help students to be more safe,
23 save time. And it will encourage students like me who
24 use their own cars to use the public transit --
25 transportation.

Response to Comment I153-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

7

1 This will be -- you know, would make a
2 positive impact on our life as students, our safety, our
3 connection to the -- to our campus, and also to be good
4 for the environment -- for less consumption of fuel and
1153-1 the pollution and all of that stuff.

6 I know that you have a very interesting
7 alternatives -- designed alternatives. And I really
8 like the SR 99, with the elevated station; not the
9 trench station. And then -- in our parking area. I
10 prefer the elevated station. I hope this one would be
11 agreed. And thank you so much for your hard work to
12 serve our community.

13 MR. BAH: My name is Abdul Aziz Bah,
14 A-b-d-u-l. That's my name. My last name is B-a-h.
15 Okay. So I am here to -- to speak out my opinion about
16 the train being extended down to the south. I would
17 like to -- I would like the train to be close to
18 Highline, because I feel there's many -- there's
19 students that commute to Highline and the train being
20 closer to Highline.

21 The train being closer to Highline is going to
22 help a lot of students commuting who don't have cars.
23 And, on the other hand, to -- like, there are students
24 who drive. I believe if the train is closer to
25 Highline, I mean, some of them will opt for using the

Letter FW172

Bah, Abdul Aziz

Page 1

7

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2 positive impact on our life as students, our safety, our
3 connection to the -- to our campus, and also to be good
4 for the environment -- for less consumption of fuel and
5 the pollution and all of that stuff.

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7 alternatives -- designed alternatives. And I really
8 like the SR 99, with the elevated station; not the
9 trench station. And then -- in our parking area. I
10 prefer the elevated station. I hope this one would be
11 agreed. And thank you so much for your hard work to
12 serve our community.

13 **FW172** MR. BAH: My name is Abdul Aziz Bah,

14 A-b-d-u-l. That's my name. My last name is B-a-h.

15 Okay. So I am here to -- to speak out my opinion about
16 the train being extended down to the south. I would
17 like to -- I would like the train to be close to
18 Highline, because I feel there's many -- there's
1154-1- 19 students that commute to Highline and the train being
20 closer to Highline.

21 The train being closer to Highline is going to
22 help a lot of students commuting who don't have cars.

23 And, on the other hand, to -- like, there are students
24 who drive. I believe if the train is closer to
25 Highline, I mean, some of them will opt for using the

1154-2

Response to Comment 1154-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1154-2

Student ridership for the Kent/Des Moines Station location would be similar for most Kent/Des Moines Station locations. Section 4.6, Air Quality, describes the air quality benefits associated with the FWLE.

8

1 train other than their own cars.

2 And I believe that's going to -- If less

1154-2 3 people are driving, that's less carbon monoxide, you

4 know, transmitted into the air, into the environment.

5 So in the environmental protection aspect of it, I think

6 that's going to save the environment. And, you know, us

7 students driving -- I mean, less traffic too, you know,

8 less traffic congestion. So that's also a plus for

9 having the train close to Highline.

10 And even if it's not just the students -- I

11 have used the bus all times of the day and night. And

12 there are a lot of -- the A Line to Federal Way is

13 always busy. And I believe if -- because there are

14 people who live in Federal Way who work at Seattle and

15 who work at the airport.

16 And I believe if -- and they use the A Line,

1154-3 17 which is why the A Line is always busy. And I believe

18 if the train passes through Highline -- you know, going

19 down south -- it's going to really help a lot of people,

20 you know, in their transportation.

21 So I believe if -- if -- if the train is

22 closer to Highline, you know, a lot of people will

23 benefit from it. That's why -- That's my comment about

24 the train extension, yeah.

25 MR. EVANS: My name is Kendall Evans,

Response to Comment I154-3

Please see response to Common Comment 11.

1 train other than their own cars.

2 And I believe that's going to -- If less
3 people are driving, that's less carbon monoxide, you
4 know, transmitted into the air, into the environment.
5 So in the environmental protection aspect of it, I think
6 that's going to save the environment. And, you know, us
7 students driving -- I mean, less traffic too, you know,
8 less traffic congestion. So that's also a plus for
9 having the train close to Highline.

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12 there are a lot of -- the A Line to Federal Way is
13 always busy. And I believe if -- because there are
14 people who live in Federal Way who work at Seattle and
15 who work at the airport.

16 And I believe if -- and they use the A Line,
17 which is why the A Line is always busy. And I believe
18 if the train passes through Highline -- you know, going
19 down south -- it's going to really help a lot of people,
20 you know, in their transportation.

21 So I believe if -- if -- if the train is
22 closer to Highline, you know, a lot of people will
23 benefit from it. That's why -- That's my comment about
24 the train extension, yeah.

25 **FW173** MR. EVANS: My name is Kendall Evans,

1 K-e-n-d-a-l-l. Last name, E-v-a-n-s. My statement
 2 would be -- I believe that it would be horribly
 3 unethical and immoral for us to put a station anywhere
 4 other than as close as we can get it to a major
 5 destination, such as Highline College.

6 We have young people that attend college here.
 7 We have the largest high school population that are
 8 running -- are participating in the Running Start
 9 Program. If we're going to make them walk through an
 10 already known criminalized area to get to classes, we're
 11 going to be spending more money in the long run than we
 12 already do. It's just -- basically boils down to
 13 numbers right now.

14 I understand the need to keep it -- that the
 15 property gets cheaper as we move away from 99 and closer
 16 to I-5. But the expenditures that I see afterwards will
 17 be from criminal activity and putting our students in
 18 harm's way. That's all I have to say. Thank you.

19 MS. KIM: Well, my name is Noory Kim,
 20 N-o-o-r-y. And last name is Kim, K-i-m. All right. So
 21 thank you so much for the opportunity for me to be here.
 22 I'm really thankful that there is a chance for the
 23 public to share our input. And so I wanted to share
 24 more from a viewpoint of a state employee.

25 So I'm currently an employee of Highline

Response to Comment I155-1

Please see responses to Common Comments 4 and 7 in Table 9-6 of Chapter 9 of the Final EIS. Please refer to Section 4.14, Public Services, Safety, and Security, for information on crime and measures to address crime in the station areas.

Letter FW174

Kim, Noory

No comments

Page 1

9

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2 would be -- I believe that it would be horribly
3 unethical and immoral for us to put a station anywhere
4 other than as close as we can get it to a major
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9 Program. If we're going to make them walk through an
10 already known criminalized area to get to classes, we're
11 going to be spending more money in the long run than we
12 already do. It's just -- basically boils down to
13 numbers right now.
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15 property gets cheaper as we move away from 99 and closer
16 to I-5. But the expenditures that I see afterwards will
17 be from criminal activity and putting our students in
18 harm's way. That's all I have to say. Thank you.
19 **FW174** MS. KIM: Well, my name is Noory Kim,
20 N-o-o-r-y. And last name is Kim, K-i-m. All right. So
21 thank you so much for the opportunity for me to be here.
22 I'm really thankful that there is a chance for the
23 public to share our input. And so I wanted to share
24 more from a viewpoint of a state employee.
25 So I'm currently an employee of Highline

10

1 College. And I heard that there are different options
2 that are currently being laid out in terms of where all
3 the -- where all the light rail stations would possibly
4 be. And I think the two biggest options are either more
5 along the I-5 or more along the I-99.

6 And I wanted to share my opinion and just
7 input around why it's important to build the light rail
8 more along the 99 versus I-5. Because, one, I
9 understand that there is a cost difference in terms of
10 being less expensive on the I-5 versus I-99.

11 But when I was looking at the number of who
12 will be displaced in terms of the residents -- or
13 residential unit versus the business unit -- it was a
14 huge -- a significant difference in business being
15 displaced more along 99 and only about 36 of residential
16 area being displaced, versus the other way around on I-5
17 where there are close to over 300 residential area.

18 And I don't know what the state policy is
19 around compensating or really accommodating the
20 residential areas. And it was a concern for me because
21 I was looking at the study of what they have tested of
22 the areas -- of kind of all the different King County,
23 South King County. And where Highline is located is
24 very high population of low income.

25 We have a huge number of our immigrant

Response to Comment I156-1

Please see responses to Common Comments 1 and 3 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I156-2

Please see responses to Common Comments 4 and 8.

11

1 population, refugees. And all of them socioeconomically
2 are limited in terms of what they're able to bring in
3 terms of the vitality of the communities -- really
4 dependent on light rail.

5 And so when it's along the I-5, it's really
6 geared towards people who are really commuting from
7 south up to Seattle to work Downtown, which usually are
8 people who are at a higher pay rate. And so just the
9 impact of who is it serving? It really -- it really is
10 about who are we serving? Who are we serving in terms
11 of the people who really need the services?

12 Because we do already have current public
13 trans -- system link. You know, there is the train;
14 there is the bus. And so what is unique to the light
15 rail that is important? I think it really serves the
16 community that are here.

17 And also, in terms of access for the students,
18 another concern is that if we were to build the light
19 rail away from Highline -- the farther away we go --
20 then most likely -- like other Metro -- other systems
21 that are actually not through the link rail will be
22 planning around the station. So what -- will mean is
23 that -- planning around this feature, wherever the
24 station will be at.

25 And if that's the case, then all the bus

12

1 routes will be starting to be directed towards the --
2 the station, wherever it is. And so the farther away it
3 is from Highline, the current bus routes are moving --
4 going directly to Highline -- will not be then going to
5 Highline. They will be accommodating around this new
6 station.

7 And so then that would be a decrease of our
8 students -- of who can have access to the education here
9 because then they can't -- they can't come to the school
10 because that means -- What about our students with
11 disability or even just the safety along just the
12 development around here?

13 And so you just -- Even thinking about the
14 long-term indirect impact of what would the station look
15 like, I really feel like for our students in terms of --
16 We have 70 percent of students of color, which means
17 that they are -- Again, those students of color are
18 oftentimes coming from a lower socioeconomic standpoint.

19 And so being able to serve our students, I
20 think, is important that we're able to get all of their
21 needs met. And so -- yeah, really, again to
22 summarize really -- not the impact of the students of --
23 of the route -- of residential areas that would be
24 displaced. That's one point.

25 And then the second, really, is about how

13

1 would that bring access to our students in terms of them
2 being able to serve our 17,000 students that are here
3 long-term? And, really, I ask the people who are
4 considering -- the Board and whoever is making the
5 decision is -- who are you really serving?

6 If you're already investing 1.4 to 1.7
7 whatever billion dollars on it, how would those
8 long-term amounts actually really like be invested
9 towards -- in terms of increased ridership and all that?
10 So I really ask if you are here for true social justice,
11 to really consider more closer to 99 as much as
12 possible. So thank you so much for your time.

13 MS. HUDSON: My name is Amy Hudson. I
14 basically had a question. And it was to -- where would
15 residents, if they were tearing down properties and
16 management -- I guess, different properties -- where
17 would residents go that are currently living in those
18 facilities?

19 MS. RENNER: I'm Cassandra Renner,
20 R-e-n-n-e-r. Would Sound Transit help move the
21 displaced residents as well?

22 MS. AZEEZ: My first name is Nimotalai,
23 N-i-m-o-t-a-l-a-i. My last name is Azeez, A-z-e-e-z.
24 And my comment. When I -- I remember when light rail
25 first opened in Seattle. And I never really thought

Letter FW175

Hudson, Amy

Page 1

13

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2 being able to serve our 17,000 students that are here
3 long-term? And, really, I ask the people who are
4 considering -- the Board and whoever is making the
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9 towards -- in terms of increased ridership and all that?
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11 to really consider more closer to 99 as much as
12 possible. So thank you so much for your time.

13 **FW175** MS. HUDSON: My name is Amy Hudson. I
14 basically had a question. And it was to -- where would
15 residents, if they were tearing down properties and
16 management -- I guess, different properties -- where
17 would residents go that are currently living in those
18 facilities?

19 MS. RENNER: I'm Cassandra Renner,
20 R-e-n-n-e-r. Would Sound Transit help move the
21 displaced residents as well?

22 MS. AZEEZ: My first name is Nimotalai,
23 N-i-m-o-t-a-l-a-i. My last name is Azeez, A-z-e-e-z.
24 And my comment. When I -- I remember when light rail
25 first opened in Seattle. And I never really thought

Response to Comment I157-1

Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

Letter FW176

Renner, Cassandra

Page 1

13

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2 being able to serve our 17,000 students that are here
3 long-term? And, really, I ask the people who are
4 considering -- the Board and whoever is making the
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14 basically had a question. And it was to -- where would
15 residents, if they were tearing down properties and
16 management -- I guess, different properties -- where
17 would residents go that are currently living in those
18 facilities?

19 **FW176** MS. RENNER: I'm Cassandra Renner,
20 R-e-n-n-e-r. Would Sound Transit help move the
21 displaced residents as well?

22 MS. AZEEZ: My first name is Nimotalai,
23 N-i-m-o-t-a-l-a-i. My last name is Azeez, A-z-e-e-z.
24 And my comment. When I -- I remember when light rail
25 first opened in Seattle. And I never really thought

Response to Comment I158-1

Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

Letter FW177

Azeez, Nimotalai

Page 1

13

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2 being able to serve our 17,000 students that are here
3 long-term? And, really, I ask the people who are
4 considering -- the Board and whoever is making the
5 decision is -- who are you really serving?

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14 basically had a question. And it was to -- where would
15 residents, if they were tearing down properties and
16 management -- I guess, different properties -- where
17 would residents go that are currently living in those
18 facilities?

19 MS. RENNER: I'm Cassandra Renner,
20 R-e-n-n-e-r. Would Sound Transit help move the
21 displaced residents as well?

22 **FW177** MS. AZEEZ: My first name is Nimotalai,
23 N-i-m-o-t-a-l-a-i. My last name is Azeez, A-z-e-e-z.
24 And my comment. When I -- I remember when light rail
25 first opened in Seattle. And I never really thought

1159-1



Response to Comment 1159-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I159-2

Please see response to Common Comment 11.

14

1 about what that would be like to have it connected from
2 Federal Way to Des Moines, as being someone who spent
3 most of their life growing up in Federal Way.

4 And, personally, I would like to see that type
I159-1 5 of transportation happen; specifically, the Pacific
6 Highway 99 Alternative mostly because this opportunity
7 has a lot of room for transit-oriented development.
8 I -- Always growing up, I thought Seattle was like the
9 place to be and where stuff happens. And I would like
10 to see that happen in Federal Way and Des Moines as
11 well. Years later, I now feel connected to these
12 places; one of which -- growing up in Federal Way.

13 And then, secondly, I am an alumni of Highline
14 College. And so I feel really connected to Federal Way
15 and Des Moines and feel like -- These places mean a lot
16 to me, and I would like to see that be expanded to the
17 broader county. I think that other places besides
I159-2 18 Seattle can be places to go to.

19 And my only concern is that I would hope that
20 with the development, that the culture that I find and
21 the sense of home that I feel in Federal Way and Des
22 Moines would not be diminished but only improved. Thank
23 you.

24 MS. STRAUSS-CLARK: Ladies and gentlemen,
25 we're going to be starting the hearing portion in just