
Section 7.0: Individual Comments and Responses

- **Section 7.1: Individuals last name A-F (and no last name) comments and responses**
- Section 7.2: Individuals last name G-M comments and responses
- Section 7.3: Individuals last name N-T comments and responses
- Section 7.4: Individuals last name U-Z comments and responses

Sound Transit Long-Range Plan Update - RECORD #6 DETAIL**Submission Date :** 7/26/2014**First Name :** Matt**Last Name :**

Submission Content : I feel that any expansion of the Sounder Commuter Train service should be put on hold until the grade crossing problems are addressed. Almost daily I seen large traffic backups caused by Sounder Commuter Trains blocking grade crossings, in many cases while the train is stopped and loading/unloading and is NOT actually physically blocking the crossing, but the crossing gates still remain down. With increasing coal and oil train traffic, the traffic problems caused by trains is already getting much worse and any expansion of the commuter train system will only add to that growing problem, unless the grade crossing situations are addressed.

6-1

6-1

The currently planned Sounder expansion includes three more daily round trips between Seattle and Tacoma, as promised to the voters with the approval of ST2 in 2008. The demand for a commuter service corridor to provide alternatives to single occupant vehicles (SOV) has consistently grown through the years and is independent of the freight traffic. ST corridor improvements are already underway to increase the rail corridor capacity; to defer the service enabled by those improvements would compromise the voter supported ST2 plan. Future ST plans could include expanded commuter rail service or increased frequency based on public demand and available funding.

Federal Railroad Administration regulations dictate when and where railroad crossing gates must be deployed, based on the proximity of the train to the crossings for the purpose of public safety. Under certain circumstances there are occasions where the rules allow for the gates to "time-out" and be raised, while the train remains dwelling at the station, yet those situations are already being taken advantage of to the maximum extent possible by existing railroad rules.

We thank-you for your input and apologize for the inconvenience, and hope you also understand the benefit created for the environment and commuting public in having an active railroad provide preemption to passenger trains over SOVs on occasion. The right of freight railroads to pass through communities is regulated by the Interstate Commerce Commission, which may also have a response to your inquiry, should you choose to pose your question to them.

41-1

Please see the response to common comment 1 - General Ballard in Section 5.3.1 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #41 DETAIL

Submission Date :	6/24/2014
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First Name :	
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Last Name :	
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Submission Content :	<p>I got your big colorful mailer ahoqinf Link light rail plans for everywhere but BALLARD. Why not? We've been waiting for years. We can hardly thread our way through Ballard because of the car congestion. And parking is zilch.</p> <p>WE WANT LIGHT RAIL IN BALLARD. AND WE DON'T WANT TO WAIT ANOTHER FIFTEEN YEARS FOR IT !!!!</p>
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41-1

Sound Transit Long-Range Plan Update - RECORD #63 DETAIL**Submission Date :** 6/24/2014**First Name :****Last Name :****Submission Content :**

Right now, sound tranist does NOTHING for me. I would like to use the Sounder to get to Seattle for weekend enjoyment but it only runs weekdays and sports events. There are no buses close enough to my house to be of any use. If I have to drive part way, and then wait for a bus anyway, why bother? Since I pay taxes whether or not the service is useful, I want to see expansion to Puyallup and Tacoma of the link. I'm sick of supporting King county with my tax dollars. It would be nice to be able to go to the airport the link.

63-1

63-1

Please see the response to common comment 12 - Sounder service in Section 5.3.3 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #91 DETAIL

Submission Date : 6/17/2014

First Name : KE

Last Name :

Submission Content : There is a HUGE building and hence population explosion going on in South Lake Union in case you didnt notice.

Already vans ferrying workers for Amazon, Microsoft and UW are starting to choke up the region.

Simple solution: Extend Light rail from Westlake to SLU (yes I know there is a trolley but it runs relatively infrequently so the vans are still required)

Thanks fro your help (to the environment)

KE

91-1

91-1

The Potential Plan Modifications Alternative (see Figure 2-11 and Appendix A in the Final SEIS) includes streetcar corridors that could provide a connection between Westlake and South Lake Union.

98-1

Please see the response to common comment 18 - Integration with local transit providers in Section 5.3.4 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #98 DETAIL

Submission Date :	6/16/2014
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First Name :	Amanda
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Last Name :	
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Submission Content :	I am happy to see the trains being expanded, but nearly 10 years to get to Lynnwood and Bellevue? I appreciate that there is a projected population boom, but what about the people already sitting in 2 hour afternoon traffic?
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I had to buy a car that was not in my budget because taking sound transit would be a 2.5 hour commute each way on many buses. To go about 25 miles. Five hours extra outside of my work hours just isn't feasible when you have family and children. And that's only if the buses I need don't get stuck in traffic, themselves. It's absurd.

I appreciate the long term goals, hopefully they will be beneficial to my son when he's got to start his own school/work commute. I really want to know what the plans are right now for people already stuck in the nightmare that is the rush hour commute. How will we be reducing the impact of drivers when routes are being cut left and right?

Sent from my iPhone

98-1

124-1

Please see the response to common comment 6 - General West Seattle in Section 5.3.1 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #124 DETAIL
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Submission Date : 6/13/2014

First Name : Ron

Last Name :

124-1 | **Submission Content :** If ST3 doesn't include West Seattle, I'm going to promote voting it down!

Sound Transit Long-Range Plan Update - RECORD #128 DETAIL
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Submission Date :	6/13/2014
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First Name :	Lauren
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Last Name :	
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Submission Content :	As a woman, I am constantly aware of my personal safety in any situation.
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Far too often, I avoid mass transit options because I don't feel safe at stops, I have to walk too far in the dark to get to and from a stop, or other passengers are unruly either at the stop or during the actual ride. I hope that safety concerns are being weighed and considered during this planning process. There is definitely room for improvement as far as personal safety issues are concerned within the transit options in Western Washington. Thank you.

128-1

Creating and maintaining a safe environment for the riding public is Sound Transit's top priority. Safety features are considered during project-level planning and design phases including the utilization of Crime Prevention Through Environmental Design (CPTED) principles. More information on safety and security can be found on the Sound Transit Safety & Security website: <http://www.soundtransit.org/Rider-Guide/Safety-and-Security>

Sound Transit Long-Range Plan Update - RECORD #134 DETAIL**Submission Date :** 6/13/2014**First Name :** Jeffrey**Last Name :****Submission Content :** I took the survey and was disappointed that it focused only on location, so I'm emailing you my thoughts as well.

134-1

No matter where light rail goes, serious consideration needs to be put into potential walksheds. If the area will not be upzoned to allow for X number of potential passengers, then the area should not have a station (I'm sure you can figure out a suitable number). The lack of a sufficiently populous walkshed and the years of hearings to upzone the Mount Baker light rail stop should be a signpost of caution. Light Rail costs far too much to put it where there will never be enough people to use it. Even the Columbia City station is a joke in this regard. There are two parcels right next to the station at MLK and Alaska, empty SHA plots that were just sold to BDR. They are being filled with four story buildings. Four stories on a major transit corridor. It's pathetic. Is it really too much to ask to allow for at least six stories for all buildings within a 10 minute walk of a light rail station? I'm not saying to require six stories, but at least allow for it. Light rail should connect nodes of density. Otherwise just put in a bus route and save us all a lot of time and money.

Also, please stop over designing stations to have incredibly long walks from the station to the rest of the environment. Every time I get off in the downtown transit tunnel I curse the architects and process that created the long looping walks to the surface (International Station excepted of course).

Now I feel better, :)
Jeff

134-1

This Final SEIS is a plan-level (rather than project-level) EIS. Accordingly, alternatives are defined and evaluated broadly. Specific alignments, station locations and configurations will be analyzed at the project-level and are not the subject of this plan-level SEIS. The more detailed project-specific analysis, including non-motorized access to potential stations, would occur in the future for those projects that are implemented as part of a future system plan.

195-1

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #195 DETAIL

Submission Date : 7/9/2014

First Name : Beverley

Last Name :

Submission Content : Seattle Subway has some very good points about the Sand Point Crossing (Option "SP1") (Seattle Subway map attached), particularly when it comes to the populations it would serve.

"Benefits:

1. On the west side of the lake there are three meaningful destinations that would be missed by a 520 alignment on the west side of the lake.

* U-Village: A major shopping destination also has significant residential development in its walkshed to the north.

* Children's Hospital: Employs 8000 people and has many times that in visitors. A major employment center and key destination.

* Magnuson Park: In addition to being a major attraction, there is also some residential density to the west."

I live in Capitol Hill, so this is not a case of what serves me best, but what is best for the region that Sound Transit serves. Additionally, they do point out that the exclusion of this option was based on a report that excluded it as a highway option, not a transit option.

Please give Sand Point Crossing serious consideration.

Thankyou.

Attachments : Seattle Subway Sand Point Crossing Option.pdf (206 kb)



Sound Transit Long-Range Plan Update - RECORD #254 DETAIL
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Submission Date :	7/12/2014
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First Name :	
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Last Name :	
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Submission Content :	Hi- Isn't light rail going to start on the I-90 construction going to start?? Is it going to go out to Issaquah or farther?? Also, why are they putting bark and trees on the new 520 bridge etc. and trees now?? shouldn't the landscaping be the last thing you do when building a new highway bridge?
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254-1

Funded by ST2, the East Link light rail extension between downtown Seattle and Bellevue/Overlake is in the design phase. Construction is targeted to start in 2015 and service is anticipated to start in 2023. The Bellevue to Issaquah corridor is included in the Current Plan Alternative as potential rail extension corridor E, but is currently not in a funded system plan.

Sound Transit Long-Range Plan Update - RECORD #279 DETAIL
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Submission Date :	7/9/2014
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First Name :	Marna
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Last Name :	
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Submission Content :	<p>1. I want the Sound Transit to study the Sand Point Crossing (Option "SP1")</p> <p>2. ST needs to complete the analysis on a floating rail bridge, floating tunnel, and suspension bridge from Sand Point to Kirkland to complete the analysis of the UW to Kirkland to Redmond study.</p> <p>3. Building the best line possible is the most important consideration in this corridor.</p> <p>4. Study driverless subway technology to control costs and increase flexibility in operations.</p>
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279-1

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

279-2

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #286 DETAIL**Submission Date :** 7/8/2014**First Name :** Martin**Last Name :****Submission Content :** As part of the long range planning, please consider one connection between Ballard and Kirkland (and beyond)!

I read the Seattle Times commentary that connecting Ballard via ULink is more cost effective (per passenger) than via Queen Ann, I tend to agree. I also think there is great opportunity to connect Eastside / Westside via a Sand Point so that Seattle are can become more cohesive and companies can engage across the lake without car... If Europe can build a tunnel to the British Island, can't we do this across Lk Wash?

Thanks
Martin

286-1

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

286-2

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

306-1

Please see the response to common comment 24 - Not related to SEIS in Section 5.3.6 of Chapter 5 of this Final SEIS.

Technology advancements and upgrades are included in Appendix A of the SEIS as representative policies and programs under the Current Plan Alternative that could be implemented if funding is identified. See Table A-5 of the Final SEIS.

Morrison
2405 40th Street SE
Tacoma, WA 98406

SEATTLE WA 981

10 JUN 2014 PM 4:31



Attn: Karin Ertl
401 So. Jackson St
Seattle, WA 98104

9810432675



6/15/14 Karin Ertl:

- Responding to your Sound Transit request for public input: I think it really is the details that matter.
- ① buying up existing rail right-of-ways that might be useful for public transit when they are available such as the rail on the east side of Lake Washington
 - ② Checking your operators for wrongful substance use abuse and background checks.
 - ③ Install high definition cameras & video recording where your customers park so that threats can be identified.
 - ④ Keep costs modest and respect the taxpayers!

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Email address: _____

☐ Please sign me up for project email updates

Sound Transit has prepared a Draft Supplemental Environmental Impact Statement (SEIS) to update the regional transit Long-Range Plan. The Draft SEIS evaluates alternatives for expanding the regional high-capacity transit system after currently-funded projects are complete in 2023. Sound Transit invites you to review and comment on the Draft SEIS. Your comments will help the Sound Transit Board identify public priorities for future services and destinations. **All comments are requested by July 28, 2014.** Comments received by that deadline will be responded to in the Final SEIS, expected Fall 2014.

Please provide your comments (use back or additional pages if necessary):

317-1

the HCT should connect all the golf courses, including the ones with the casinos. Tomatoes need a lot of sun. My aching knees tell me that 2014 is a good year to plant your string beans a little later than normal. I lost my keys last Saturday. My husband goes shopping every other Friday but he always forgets something. Then he gets like I never told him what we needed whatever he forgot. He never forgets his beer, tho. He always buys plenty of that. I heard that in Florida if you get your teaching certificate and then teach in a public school for 13 years, then you automatically get a liquor license. That's a good way to stimulate the economy. Have you noticed how smart young people are with electronics? You give them a TV remote control and they immediately know what they're doing! I don't believe in bang training to animals. Being, you have to get the people to being. I ate a bag 2 weeks ago while riding my bike. My mouth was wide open because I was sing "The Long & Winding Road." I like cake but I swallowed a bag.

317-1

Sound Transit acknowledges your comment. However, Sound Transit's legislative directive is to provide regional high-capacity transit. This service is typically over longer distances and connects to regional growth centers as designated by the Puget Sound Regional Council.

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Email address: _____

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Please provide your comments (use back or additional pages if necessary):

After listening to the public comments
I want to also comment on the
574 to Beatac -
The buses used are wrong they should be
the short ride type w/ lots of space
for luggage under seats & on
platforms
But really the link should be
going there!
Why has Tacoma had to wait so
long ~~as~~?

327-1

Please see the response to common comment 24 - Not related to SEIS in Section 5.3.6 of Chapter 5 of this Final SEIS.

327-1

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Email address: _____

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Please provide your comments (use back or additional pages if necessary):

Rideship is a sometimes thing, so why does transit always have to be in corridors? What about a lower capacity approach to faster, more reliable, cost-based services throughout an enormous study area? Toward a newer future. My brother-in-law used to drive a Sahlgren malt liquor truck in St. Louis and he says that before the war the flivvers could get around everywhere zipping in and out like Machine Gun Kelly's Plymouth on a hot Saturday night. Have any of you ever ridden the overnight train from Moscow to St. Petersburg? Now that's traveling, but of no use to an American commuter, of course. For that we need a universal ORCA card - fifth generation Durian is what I am, out by the orchards. I can still spit a peach pit faster than an articulated bus with a drop of a head-start. Get the taxes raised and build us a train - oh, we said it before. No one listens to an old lady with a busted-up hip.

328-1

As directed by state law, Sound Transit plans, builds, and operates high-capacity transit (HCT) in the Central Puget Sound region. HCT is defined in RCW 81.104.015 as "a system of public transportation services within an urbanized region operating principally on exclusive rights-of-way..."

Sound Transit Long-Range Plan Update - RECORD #360 DETAIL**Submission Date :** 6/21/2014**First Name :** Joe**Last Name :**

Submission Content : Hello,
I received your informational post card in the mail and had a question -- Why would Light Rail not be planned to reach Everett (at least as far as the Everett Boeing plant) when Everett's population has the largest estimated increase at 74%? I'm assuming there is a longer range plan to reach Everett - when is that estimated to be if Lynnwood is 2023?

Thank you!
Joe

Sent from Windows Mail

360-1

As discussed in Section 2.3.1 of the Final SEIS, the Current Plan Alternative includes a corridor that would extend light rail from Lynnwood to Everett in the general I-5 corridor (see Corridor H in Figure 2-7 of the Final SEIS). At this time, because the Long-Range Plan is not constrained by time, there is no timeframe for implementation of this corridor.

In addition, as discussed in Sections 2.4.1 and 2.4.3 of the Final SEIS, the Potential Plan Modifications Alternative includes a light rail corridor from Ballard to Everett generally along SR 99 (corridor 3), as well as an option to serve Paine Field (corridor 13). The Sound Transit Board would first have to modify the current Long-Range Plan in order to implement light rail in these corridors. The Long-Range Plan will be updated after issuance of the Final SEIS. In turn, the updated plan will support Sound Transit Board decisions about future high-capacity transit investments.

Sound Transit Long-Range Plan Update - RECORD #435 DETAIL**Submission Date :** 7/25/2014**First Name :** Bill**Last Name :****Submission Content :** I live in Marysville and would use light rail if it came to my area. I would like to express my support for:

1) Completing light rail from Lynnwood to Everett Station, generally along I-5, with stops at

- * Alderwood Mall
- * Ash Way P&R
- * 128th St SW
- * Silver Lake P&R
- * The Boeing Plant

2) Building a streetcar in Everett, running along Broadway from Everett Memorial Stadium to Everett Community College

3) Building light rail on the east side, generally along the I-405 corridor. This could also use the east side rail ROW in Kirkland and Totem Lake.

Also, I would be in favor of accelerating existing building schedules to bring light rail to Lynnwood if possible.

435-1

Light rail between Everett and North Everett is included in the Potential Plan Modifications Alternative as potential rail extension corridor 4, while streetcar between the Everett Waterfront and Lowell via Everett Station is included as a representative streetcar project in the Potential Plan Modifications Alternative. All of the corridors studied in the Final SEIS are intended to reflect a general area within which high-capacity transit could be implemented. The current Long-Range Plan explicitly states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments." For example, streetcar could potentially be considered along Broadway and could end at Memorial Stadium rather than Lowell. Detailed definitions of representative projects, including decisions regarding mode, degree of grade separation, specific alignments, terminus locations, and station locations for rail serving North Everett would be refined during future project-level reviews for those projects that are ultimately implemented as part of a future system plan.

435-1 |

Sound Transit Long-Range Plan Update - RECORD #513 DETAIL
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Submission Date :	7/25/2014
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First Name :	Zach
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Last Name :	
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Submission Content :	Seattle is in desperate need of grade-separated public transport, and in particular options to West Seattle, South of Seattle (Renton) and the Eastside. The Ballard Spur would be an incredibly beneficial transportation option for me, and would easily cut the amount of stress on my commute to work by half.
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513-1

513-2

	Additionally, driverless technologies are not just a good idea, they're a necessity. If Seattle doesn't want to face the strikes and difficulties places like San Francisco have had with the BART system, we need driverless options. You could also run these, if it proves cost-efficient, during more hours of the day than the other options. Jobs will come with these too - there's the possibility to employ more mechanics, engineers, software designers and train maintenance folks than you would otherwise.
--	--

	Really looking forward to hearing Sound Transit make the right decision here.
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	Zach
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513-1

The Long-Range Plan Update SEIS evaluates potential high-capacity transit corridors throughout Sound Transit's District boundary, including connections to West Seattle, Renton, the East side, and Ballard. Please see Chapter 2 of the Final SEIS for more information on the corridors considered.

513-2

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

520-1

Identification of specific commercial uses at the Tukwila station is beyond the scope of this plan-level SEIS.

Sound Transit Long-Range Plan Update - RECORD #520 DETAIL

Submission Date : 7/25/2014

First Name : Leo

Last Name :

Submission Content : Do you plan to have a starbucks coffee shop at the new Tukwila station at least?

-Leo

520-1 |

Submission # 532

Sound Transit Long-Range Plan Update - RECORD #532 DETAIL
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Submission Date : 7/24/2014

First Name :

Last Name :

Submission Content : Sent from my iPadyou people suck

Sound Transit Long-Range Plan Update - RECORD #59 DETAIL**Submission Date :** 6/23/2014**First Name :** Wally**Last Name :** Adams**Submission Content :** We live near the South End of Lake Washington-
We find it astonishing that instead of utilizing the last North / South right of way (the old BN rail tracks that parallel I-405)- you insist on using a floating bridges!

When I last checked- It seems that ANY transportation system was to serve the public be providing economical service to get from point 'A' to point 'B'- Yet that does not seem to be the case here- For us to take light rail into Seattle- we need to drive to the mis-placed Station on old 99 and wander around trying to find a place to park- Not the handiest program!
But then I guess placing a station in or around South Center never entered your planning----

Once on light rail- it's a very effective means to get downtown-

The fearless head of Light Rail made a statement a couple of years ago concerning what was promised- and what was delivered on this program- she said-"we've learned a lot these first few years of operation" - Providing economical transportation obviously was not one of those lessons learned-

Sincerely,
Wally Adams
10729 Crestwood Dr S
Seattle, WA 98187

59-1

Providing north-south high-capacity transit service along the Eastside Rail Corridor was evaluated in the Long-Range Plan SEIS. The East Link Extension project will be constructed on the I-90 floating bridge to provide an east-west connection. In terms of rail service to the south end of Lake Washington, the Current Plan Alternative includes several potential light rail corridors serving Renton and Tukwila. These corridors could potentially include a station at South Center, but decisions on alignment and station location would be determined during future project-level reviews. Refer to Chapter 2 of the Final SEIS for more detail on the plan-level evaluation of various corridors that are under consideration during the Long-Range Plan Update process.

Sound Transit Long-Range Plan Update - RECORD #162 DETAIL**Submission Date :** 7/1/2014**First Name :** Rainer Waldman**Last Name :** Adkins**Submission Content :** To whom it may concern at Sound Transit:

As long range planning takes place, I strongly urge that a gap be corrected in service to the Rainier Valley, by constructing a South Graham Street station. This is a growing and vital crossroads in the Rainier Valley, adjacent to many institutions and ripe for constructive urban community-building. The gap between the Othello and Columbia City stations is too great; light rail is not meeting its full potential in the Rainier Valley for an extremely diverse population with many elderly and young members. Please increase the partnership between walkability and effective transit by adding a Graham Street station- lots of bang for the buck.

Sincerely, Rainer W. Adkins

--
 Rainer Waldman Adkins
 Artist / Educator / Activist
 Art Design Works
 rainer@onemain.com
 (206) 725-2892
 (206) 437-8392 mobile

3935 South Findlay Street
 Seattle WA 98118

162-1

Please see the response to common comment 14 - Projects in Current Plan that were deferred in Section 5.3.3 of Chapter 5 of this Final SEIS.

The S Graham Street station is already listed as a representative project under the Current Plan Alternative (see Appendix A of the Final SEIS, Tables A-1 through A-6). These are projects that could be implemented along the corridors that comprise the Current Plan Alternative regardless of whether service is already in operation along those corridors. The list represents the types of projects or support facilities that could be implemented in the future if funding is identified.

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: Jori Allen

Address: _____

City: _____ State: _____ Zip Code: _____

Email address: _____

☐ Please sign me up for project email updates

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Please provide your comments (use back or additional pages if necessary):

Impacts on Growth Management when
Transit goes out east to pick up
small towns & more rural areas
This enables more sprawl!

Shouldn't ST be more inline with
maintaining a corridor of Train/
Link & HSR speed?
Instead of
enabling sprawl!
North
South

323-1

The primary plans at the regional metropolitan level are PSRC's *VISION 2040* (PSRC 2009) and *Transportation 2040* (PSRC 2014). These plans share land use, growth management, and transportation policies that call for an effective regional transit system to link the regional urban growth and employment centers where much of the region's future growth will be focused. PSRC's designated regional growth centers are shown in Figure 1-1 of the Final SEIS and include areas east of Seattle. As indicated in Section 1-4 of the Final SEIS, one of the objectives of Sound Transit's Long-Range Plan is to provide reliable, convenient, and safe public transportation services to regional growth centers.

The Current Plan Alternative shows continued support of extending the north-south light rail spine to Tacoma and DuPont in the south and Everett in the north. The Potential Plan Modifications Alternative also shows potential rail extensions north and south.

Sound Transit Long-Range Plan Update - RECORD #498 DETAIL
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Submission Date :	7/28/2014
First Name :	Brooke
Last Name :	Alford
Submission Content :	<p>I am sorry to have been vacationing and missed the public meetings, but appreciate the opportunity to provide comment. My comments are in the attached document.</p> <p>Sincerely,</p> <p>Brooke Alford Tukwila Citizen</p>
Attachments :	letter.pdf (26 kb)

498-1

As you indicate, the Boeing Access Road station is listed as a representative project under the Current Plan Alternative. Therefore, it does not need to be listed separately under the Potential Plan Modifications (which could modify the Current Plan).

Brooke Alford
4724 S 122nd St
Tukwila, WA 98178
bmarie2@earthlink.net

July 26, 2014

Re: Sound Transit Long Range Plan 2014 Draft SEIS

To Whom It Concerns,

I live in the Allentown neighborhood of north Tukwila, near Boeing Access Road and E. Marginal Way. Originally, the light rail plan included a station at Boeing Access Rd. However, it has been deferred. I would like to take this opportunity to remind the ST Board and all others involved of this deferment and request that the completion of this deferred station be given priority. In the draft SEIS document, Appendix A, Table A-6: Current Plan Alternative—representative projects and programs, the Boeing Access Station is listed, amongst many other suggested stations. To my knowledge, none of these are deferred planned stations, and I certainly expect that the deferred station would be given priority in realization.

However, in Table A-11: Potential Plan Modifications Alternative—representative projects, policies, and programs, I can find no listing for the completion of the deferred Boeing Access Station. I have many neighbors who bought houses here under the impression that a light rail station would be constructed nearby to serve their transit needs. There are also several businesses within proximity of this deferred station that would be served by light rail.

In both plans considered in the SEIS, support of transit-oriented development is listed as a policy in both Table A-6 and A-11. I believe there would be support by the City of Tukwila to rezone within proximity of the station to allow mixed use, transit-oriented development. The distance between the Henderson St. station and the Tukwila station is huge. It covers a high portion of the currently operating system. Completing the deferred station and supporting transit-oriented development in the area would highly increase the efficacy of our light rail system and provide mass transit to many more citizens.

The fact that the communities that would have been served by the deferred station are amongst those that have been most highly impacted by the construction of the rail is a social injustice. I strongly urge Sound Transit to support the construction of the deferred station and to do so as a priority.

Thank you,

Brooke Alford
Tukwila Resident and Planning Commissioner

Submission # 311

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: TIM ALLEN
 Address: 1831 8TH AVE #208
 City: Seattle State: WA Zip Code: 98101
 Email address: timallen1@comcast.net
☒ Please sign me up for project email updates

Sound Transit has prepared a Draft Supplemental Environmental Impact Statement (SEIS) to update the regional transit Long-Range Plan. The Draft SEIS evaluates alternatives for expanding the regional high-capacity transit system after currently-funded projects are complete in 2023. Sound Transit invites you to review and comment on the Draft SEIS. Your comments will help the Sound Transit Board identify public priorities for future services and destinations. **All comments are requested by July 28, 2014.** Comments received by that deadline will be responded to in the Final SEIS, expected Fall 2014.

Please provide your comments (use back or additional pages if necessary):

I WOULD LIKE TO SEE MORE SERVICE ALONG ALKI,
MORE SERVICE BETWEEN DOWNTOWN SEATTLE AND DOWNTOWN
TACOMA

Submission # 515

Sound Transit Long-Range Plan Update - RECORD #515 DETAIL**Submission Date :** 8/25/2014**First Name :** Melissa**Last Name :** Allison**Submission Content :** Dear Sound Transit,

I'm thrilled to see that you have a high-capacity transit option leading up Lake City Way, connecting with possible future rail at the top of the lake for people wanting to go to the eastside.

It was a huge, short-sighted oversight to send light rail up the less populous I-5 corridor, when people actually live east and west of there -- similar to your mistake in sending rail across First Hill rather than into the heart of the Central District.

I hope you will add that future rail and some form of high-capacity transit along Lake City Way to serve this vital and growing urban village.

Melissa Allison
Seattle

291-1

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #291 DETAIL**Submission Date :** 7/9/2014**First Name :** Paul**Last Name :** Amato**Submission Content :** How about a Sand point crossing that connects to Kirkland and Redmond to the East and Ballard to the West? This should be studied as a viable alternative to light rail on the 520. The North End of Lake WA is the shortest distance and East-West traffic across Lake Washington and to Ballard is horrible.

Warmly,
Paul Amato
Inverness Neighborhood

291-1

Sound Transit Long-Range Plan Update - RECORD #54 DETAIL

Submission Date : 6/24/2014
First Name : Brett
Last Name : Anderson
Submission Content : Hello, ST Board,

I grew up just north of Green Lake, worked in Ballard, and attended UW. I'm currently living in Boston, but will be returning to the NW shortly and I wanted to express my support for Seattle Subway/STB's modified Ballard spur with additional stops. While I would never advocate for an above-surface line with far too close stop spacings like the Green Line in Boston that slowly crawls for miles above ground, it would be a terrible mistake to build a North Seattle version of the BART with walksheds that strand whole neighborhoods needlessly simply to save a minute or two across the span of the whole line. More specifically, to repeat SS/STB's points:

1. I want The Ballard Spur "A4!" - A3 is the best option presented, but ST needs to add stations at East Ballard and Aurora and move the Wallingford station east.
2. ST needs to study a fully grade separated version of Level 2 Alternative C1 in case it is not possible to build Corridor D from the Ballard to Downtown Study.
3. Building the best line possible is the most important consideration in this corridor as it is the highest value transit corridor that does not already have rail planned in Washington State.
4. Study driverless subway technology to control costs and increase flexibility in operations.
5. Design the Ballard to UW line so that it can be extended both east and west in the future.

Thanks,
 Brett

54-1

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

54-2

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

54-3

Please see the response to common comment 2 - East/West extension of Ballard to UW in Section 5.3.1 of Chapter 5 of this Final SEIS.

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: Leah Armstrong
 Address: 9200 7th Ave NW
 City: Seattle State: WA Zip Code: 98117
 Email address: larmstrong78@gmail.com
☐ Please sign me up for project email updates

Sound Transit has prepared a Draft Supplemental Environmental Impact Statement (SEIS) to update the regional transit Long-Range Plan. The Draft SEIS evaluates alternatives for expanding the regional high-capacity transit system after currently-funded projects are complete in 2023. Sound Transit invites you to review and comment on the Draft SEIS. Your comments will help the Sound Transit Board identify public priorities for future services and destinations. **All comments are requested by July 28, 2014.** Comments received by that deadline will be responded to in the Final SEIS, expected Fall 2014.

Please provide your comments (use back or additional pages if necessary):

I work on Evergreen way, and I believe that it would be very harmful to our business as it would make it more difficult for customers to travel up and down evergreen. In actuality, I think it would have a big impact on a lot of the businesses not including ours especially since we are a car dealership that services quite a few vehicles on a regular basis and if customers had a hard time accessing our location, they would more likely to look for service else where. I do however believe if the light rail ran along closer to I-5 it would be more convenient for everyone.

571-1

Please see the response to common comment 8 - Business impacts along Evergreen Way in Section 5.3.1 of Chapter 5 of this Final SEIS.

Submission # 503

Sound Transit Long-Range Plan Update - RECORD #503 DETAIL**Submission Date :** 7/25/2014**First Name :** Joel**Last Name :** Asbjornsen

Submission Content : Just wanted to let you know I have completed the survey 4 times now and when I hit the finished button it starts to process it but it never finishes passing it on to you guys. It could be my computer, not sure but the page and cursor shows its working but it never completes it and I have walked away and left it before. So if your turn out is low on this survey that could be why. I have tried the link in the email I received and I tried another link on another page.

Joel Asbjornsen
Housing Repair Technician
Human Services Division
1055 S Grady Way – 6th Floor
Renton, WA 98057
(425) 430-6691
[City of Renton]

Sound Transit Long-Range Plan Update - RECORD #477 DETAIL**Submission Date :** 7/28/2014**First Name :** Thomas**Last Name :** Auer**Submission Content :** I apologize for submitting these comments so late in the process, but feel that I'd be remiss as a citizen if I failed to submit some feedback on the Long Range Plan Update.

Plan Goals: I note that the plan includes among its goals "Create a financially feasible system," and "Preserve and promote a healthy and sustainable environment." I would submit that these goals would be promoted more by building grade-separated transit in densely-populated areas, and would be defeated by expanding the Sound Transit District to a larger area. I fully understand the financial and political need for subarea equity, but I hope this equity is based on human population, rather than on square miles. The Washington Growth Management Act encourages development of additional density in existing urban areas. The goals of this act would be promoted more by increasing density in existing urban centers, than by encouraging development in outlying suburbs.

Population Estimates: The Plan Update will be flawed if it does not include a thorough and thoughtful review of population growth trends by neighborhood. Some neighborhoods, including but not limited to Ballard, have been growing much faster than projected. One thoughtful estimate, which reviewed apartment, condominium, and townhouse construction, projected that the Ballard area will reach the population estimated for 2035 by 2017, eighteen years early!

High-Capacity Service to Ballard: This has been studied, in the Ballard-to-Downtown Study and the Ballard-to-U District study. As noted above, the density planned for this neighborhood has been happening much more quickly than expected. I endorse the "A4" alternative proposed by activist Keith Kyle. This option would provide a fully grade-separated transit route to Ballard potentially much more quickly than the +/- three billion dollar alternatives examined in the Ballard-to-Downtown study. This option should be considered for construction sooner than the 2023 date suggested in the Plan Update publicity. In particular, since the U District Link light rail station is the most logical connection point, and that station is already under construction, opportunities to connect to a spur line should be studied on an expedited basis.

High-Capacity Service to West Seattle: West Seattle presents an interesting combination of natural geographic barriers, and a set of opportunities for increasing density much closer to existing urban centers than available in, for example, Issaquah or Sammamish. Limitations on transit capacity are a primary constraint to increased density in that neighborhood. I endorse the "A6" alternative proposed on the Seattle Transit Blog as a starting point for designing future service to West Seattle. As in Ballard, I would hope that line could begin construction earlier than 2023.

I note that the Long Range Plan includes extensive proposals for transit service further from the city center, and further out in time. I believe that is the wrong direction: beyond high-capacity transit lines already in construction or detailed design, new routes should be studied that accommodate additional density in existing urban areas, and additional capacity should be added to these areas as soon as financially possible.

Sincerely yours,
Thomas R. Auer

477-1

Comment acknowledged. As discussed in Section 4.9-3 of the Final SEIS, the Current Plan Alternative and Potential Plan Modifications would improve transit service to regional growth centers and would be consistent with regional goals that address growth.

477-2

Please see the response to common comment 15 - Use updated population and employment projections in section 5.3.4 of Chapter 5 of this Final SEIS.

477-3

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

477-4

Please see the response to common comment 7 - Downtown to West Seattle ("A6" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #429 DETAIL**Submission Date :** 7/28/2014**First Name :** Natasha**Last Name :** Avery**Submission Content :** 1. Review and update the population model being used in the studies. The PSRC numbers are clearly inaccurate in their 2035 projections. We discuss this in detail here<<https://act.myngp.com/el/-539494007441457152/7885254291223478272>>.2. Study the Sand Point Crossing — it's a better routing and the Trans-Lake Washington crossing study does not exclude this area from being studied. We discuss this in detail here<<https://act.myngp.com/el/-539494007441457152/7957311885261406208>>.3. Study the highest quality option for Ballard to UW: The Ballard Spur. We discuss this in detail here<<https://act.myngp.com/el/-539494007441457152/8029369479299334144>>.4. Study a better Eastside corridor. We discuss this in detail here<<https://act.myngp.com/el/-539494007441457152/8101427073337262080>>.5. Present an option to the board for West Seattle that is easier to include in ST3. We discuss this in detail here<<https://act.myngp.com/el/-539494007441457152/8173484667375190016>>.6. Study alternative rail options such as sky train and heavy rail and study driverless rail technology. We discuss this in detail here.<<https://act.myngp.com/el/-539494007441457152/8245542261413117952>>

Natasha Avery
 Director, U.S. Digital Recruitment
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 [Description: http://farm7.staticflickr.com/6185/6144791727_c669095454.jpg]
 <<http://www.linkedin.com/in/natashaavery>>

Edelman was named one of the "Best Places to Work" by Advertising Age in 2010 and 2012
 Among Glassdoor's top ten "Best Places to Work" in 2011 and 2012
 The Holmes Report's 2013 "Global Agency of the Year", and its 2012 "Digital Agency of the Year"

429-1

Please see the response to common comment 15 - Use updated population and employment projections in section 5.3.4 of Chapter 5 of this Final SEIS.

429-2

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

429-3

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

429-4

Please see the response to common comment 5 - Kirkland-Bellevue-Issaquah ("C4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

429-5

Please see the response to common comment 7 - Downtown to West Seattle ("A6" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

429-6

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

Please see the response to common comment 21 - Alternative technologies - General in Section 5.3.4 of Chapter 5 of this Final SEIS.

Submission # 89

Sound Transit Long-Range Plan Update - RECORD #89 DETAIL**Submission Date :** 6/17/2014**First Name :** Russ**Last Name :** Ayers

Submission Content : Hi:
Your surveys and processes do not allow for adequate responses from the vast majority of citizens here who want to see your agency shut down. All of your plans and questions were off-target.

The vote to establish Sound Transit was a fraud and you have since made exactly ZERO good decisions about plans, routes, expenditures or goals. Your agency is a colossal waste of money and should be shut down immediately. Your leadership, including the inept public oversight aspects thereof, should be prosecuted for theft and more.

The next headline I want to hear about Sound Transit is that petty criminals are released from jail in order to make room for your staff. You are a disservice to the region and an affront to all that America once - and could still - stand for.

Do not sign me up for any mailing lists.

Russ Ayers
Bellevue, WA

Submission # 179

Sound Transit Long-Range Plan Update - RECORD #179 DETAIL**Submission Date :** 7/7/2014**First Name :** Russ**Last Name :** Ayers**Submission Content :** Hi:

Your online survey failed to allow for citizen comments, instead we were forced to choose among bland or distasteful, wasteful, failed alternatives.

The best thing Sound Transit could do for its public is to shut down. Cease operations. Cancel the levies.

The waste is too great, the redundancy too absurd, the marginal improvement to the community too negligible for ST to continue.

Stop the waste. Stop the madness. Stop the destruction of neighborhoods and just shut down. Stop operations today.

Thank you,
Russ Ayers
Bellevue, WA

Sound Transit Long-Range Plan Update - RECORD #30 DETAIL**Submission Date :** 6/29/2014**First Name :** Anton**Last Name :** Babadjanov**Submission Content :** Dear Sound Transit planners,

Thank you for updating the Long Range Plan quicker than previously scheduled. There are 2 lines that I am looking forward to using if eventually built and would like to express some opinions:

1. Ballard to downtown

I fully support the all-underground option going via Fremont, QA, LQA.

2. Ballard to U district

I like alternative A3, but would want there to be a station close to the middle of the commercial area in Wallingford and one near Aurora (for transfers). Also having more than one stop in Ballard would be a plus. This would greatly improve its utility.

Separately from that I would like to encourage you to consider some form of automation. I lived in Vancouver for 5 years, and the fully-automated SkyTrain can operate on very short headways (I think 65 seconds). They are thinking of doing that to increase capacity of the system as lengthening the stations is very expensive.

My proposal is to fully automate the system, but keep drivers so that they watch for collisions on the at-grade segments and have the ability to press an emergency stop button. Road signaling would have to be tied to the location of a train, rather than timed in this case.

If you opt for a system where drivers switch between automated and manual drive, please learn from some of the problems in San Francisco. MUNI switches between these modes when entering the Market Street tunnel. The train has to stop at the tunnel entrance and wait for the automated system to engage. The delay seems longer than stopping at a station. One way to mitigate this would be to make this switch actually at a station while people are getting on and off (e.g. at Mount Baker station).

Thanks,
Anton

30-1

Please see the response to common comment 3 - Ballard to UW HCT Corridor Study option A3 in Section 5.3.1 of Chapter 5 of this Final SEIS.

30-2

Please see the response to common comment 21 - Alternative technologies - General in Section 5.3.4 of Chapter 5 of this Final SEIS.

Driverless trains would require full grade separation along the full length of the affected line(s). Currently, Sound Transit light rail transit trains use a mix of guideways, including on-street surface operations in some locations. As a result, using driverless technology would not be suitable for any light rail transit extensions that would also travel along the existing system.

284-1

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #284 DETAIL

Submission Date : 7/8/2014

First Name : Kevin

Last Name : Badger

Submission Content : Hello,

284-1

I would like to voice my support for a new Sand Point Link crossing in connection with the Ballard Spur (Option A3 with more stations!). A Sand Point crossing would provide great benefits for mobility and would drive high ridership. I urge Sound Transit to seriously consider this alternative in its Long Range planning.

Thank you!
-Kevin B
"Freland" resident

Sound Transit Long-Range Plan Update - RECORD #476 DETAIL**Submission Date :** 7/28/2014**First Name :** Alexander**Last Name :** Bailey**Submission Content :** Dear Sound Transit:

Long Range Plan Comment

476-1

The single most important thing Sound Transit can do is build a HCT line between Ballard and UW serving downtown Ballard (17th avenue), 8th avenue, Fremont/Aurora Ave, Wallingford Ave and U-District Station, with possible extensions to 25th avenue and 40th avenue/Sand Point way. Not only does this type of line serve some of the Seattle region's, densest and most bustling areas and come out as incredibly productive in ridership estimates, but it also, unlike the ballard-downtown corridor, helps address a transportation problem that can't readily be solved with less capital intensive BRT style solutions. Moreover, this line should be designed to be fully grade separated and therefore to be automated, ensuring that frequency isn't severed in the name of operating costs.

476-2

After addressing that low hanging fruit, Sound Transit's future plans ought to take into account the following 3 concerns.

1. TOD potential: Too often Sound Transit has deemphasized the critical importance of walk sheds, density/potential density and station accessibility in its construction of HCT lines. For future extension Sound Transit should put utmost importance on making sure that every station is surrounded by a good street grid and opportunities for growth around the station. Freeway stations and freeway alignments should be avoided at almost all costs. One good station is probably worth 4 freeway stations.

In this regard, of all the East Link stations, the Bel Red stations interest me the most because they offer a real opportunity to improve the sustainability and livability of the region with the spring district redevelopment plans and its ready access to high quality transit. Sound Transit should seek out opportunities like because TOD is critical both to maximize the ridership of Link as well as ensure the region meets its sustainability and livability goals.

476-3

2. Average nodal distance between stops in the system as well as the total number of nodes in the system: Effective transit works like a system of nodes (stations) and segments (lines between 2 adjacent stations). Requiring fewer segments to get between different nodes increases the utility of each station. For example, building a Ballard-UW line, with five stations (including UW), would do far more to enhance the utility of say Capitol Hill station than building a four station extension to Lynwood Link. This is because the four Ballard stations would be only 5 or less segments away, while the north link extensions would be up to about 15 segments away. More generally, all else being equal, as long as frequency is good, the expected utility of an existing station will be higher with the addition of the UW-Ballard line than the northern extension using this type of analysis.

The conclusion of this kind of analysis is that long linear lines compare poorly compared to a Parisian (or DC) style subway system, in which a lot of lines overlap each other. Sound Transit should focus on building a system that is more Parisian in its geometry. This would prioritize lines like a Kirkland-Eastgate line, a Ballard-UW line, a Burien-Renton line, a Queen Anne-Central District line, and expansion of Tacoma Link. And because these lines would benefit all areas that currently have service they shouldn't be considered selfish grabs for more central neighborhoods. These neighborhoods are also generally more dense and thus more deserving/in need of HCT in that sense as well.

476-4

3. Frequency, reliability and operating costs: Building new lines that are not extensions of Central Link would offer the opportunity to have automated systems, which as noted before, would substantially improve frequencies and

476-1

Please see the response to common comment 22 - Provide grade-separated transit in Section 5.3.4 of Chapter 5 of this Final SEIS.

Please see the response to common comment 1 - General Ballard in Section 5.3.1 of Chapter 5 of this Final SEIS.

476-2

Project elements such as station locations and TOD around stations would be evaluated in greater detail in the future during project-level reviews for those corridors included in a funded system plan. The public will have additional opportunities to comment on projects as they are implemented. Sound Transit will implement TOD near stations as appropriate and in accordance with Sound Transit transit-oriented development (TOD) policies.

476-3

Project elements such as station spacing and station locations, operating characteristics, and levels of service would be evaluated in the future during project-level reviews for those corridors included in a funded system plan.

476-4

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

476-4 | hence the usability of the line. This technology offers greatly reduced operational costs. If a majority of a line is going to be grade separated anyways, it makes sense to make the line fully grade separated for this reason.

With sub area equity and those ideas in mind here would be the lines I would propose with the highest priority.

North King:
Ballard to UW (automated) (with possible extension Children's Hospital)

476-5 |

476-6 | Queen Anne to Rainier via First Hill (automated) It is absurd that there is no HCT service in the works for First Hill.

East King:
Complete East Link to Redmond (light rail).

476-7 | Kirkland to Eastgate via East Link and Factoria (light rail)
Consideration of a Sand Point-Kirkland lake rail crossing

East and South King:
Burien to Renton Landing (or further east) via TIBS (automated) with a possible extension north to White Center

476-8 |

Pierce:
Substantial expansion of Tacoma Link (as much as can be funded).

476-9 |

Pierce and South King:
Expansion of Sounder to all day service with the use of cheaper to operate DMUs.

Snohomish:
Extension of Link west from Lynwood TC to SR 99 (ideally 200th street) to facilitate transfers with Swift and serve Edmonds CC.

476-10 |

476-11 | Filling in potential Snohomish County stations that don't get built with ST2 funds.

476-12 | Consideration of an extension of Link west from 185th Street station to Edmonds via, I-5, SR 104 and a subway through the Pine Park neighborhood.

476-13 | Heavy expansion of Swift like BRT services, including funding the construction of BRT between Edmonds and Link (via SR 524 or 220th st) and the proposed Swift II corridor.

Finding a funding balance to ensure that Snohomish County can have adequate and frequent bus service and especially Sunday service.

Although I'd love even more transit than that, the above proposals would be a good starting point for Sound Transit 3.

Thank you for taking the time to read this comment

Sincerely,
Alex Bailey

476-5

Please see the response to common comment 1 - General Ballard in Section 5.3.1 of Chapter 5 of this Final SEIS.

476-6

The Potential Plan Modifications Alternative (see Figure 2-9 in the Final SEIS) includes high-capacity transit corridor 25 - West Seattle to Ballard via Central District, Queen Anne as well as corridor 8 - Downtown Seattle along Madison Street which could provide connections between Queen Anne, Rainier, and First Hill.

All of the corridors studied in the Final SEIS are intended to reflect a general area within which high-capacity transit could be implemented. The current Long-Range Plan explicitly states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments." Specific alignments will not be identified in the updated Long-Range Plan. For those corridors that are ultimately funded and implemented, more detailed project-level reviews will occur in the future including a more in-depth alternatives analysis that evaluates various alignment options. At that time, the public will have additional opportunities to review and comment on those alignment

476-7

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

476-8

The Potential Plan Modifications Alternative analyzed in the SEIS includes several corridors that could expand Tacoma Link service. These include: Downtown Tacoma to Tacoma Community College (corridor 15), Tacoma Mall to University Place (corridor 16), and Steilacoom to Ruston via University Place (corridor 17). Please see Figure 2-9 in the Final SEIS.

476-9

Please see the response to common comment 12 - Sounder service in Section 5.3.3 of Chapter 5 of this Final SEIS.

For the purposes of this Final SEIS, new commuter rail corridors are assumed to consist of the same commuter rail trains being used to operate the current Sounder service. However, given the long-term nature of the Long-Range Plan, other types of passenger coaches and power sources could be used as rail technology advances, service levels increase, or operational plans change.

476-10

As described in Section 2.4.1 of the Final SEIS, corridor 13 was evaluated as part of the

476-10

Potential Plan Modifications Alternative, connecting the Lynnwood Transit Center to the Southwest Everett Industrial Park. Corridor 26, presented in Section 2.4.4 of the Final SEIS, also could also connect the Lynnwood Transit Center to SR 99 and Edmonds.

476-11

For purposes of the Long-Range Plan, new stations are considered representative projects that could be implemented along any of the corridors included in the Long-Range Plan. Appendix A of the SEIS includes numerous examples of stations in Snohomish County (see Table A-6 of the Final SEIS) that could possibly be implemented in the future as funding is secured.

476-12

An Edmonds to Lynnwood Link high-capacity transit corridor has been added to the Potential Plan Modifications Alternative and studied to the same level of detail as other corridors in the Final SEIS. Please see Figure 2-9 in the Final SEIS for the location of Corridor 26 - Edmonds to Lynnwood Link. This corridor was studied as both a light rail corridor and as a BRT corridor.

476-13

An Edmonds to Lynnwood Link high-capacity transit corridor has been added to the Potential Plan Modifications Alternative and studied to the same level of detail as other corridors in the Final SEIS. Please see Figure 2-9 in the Final SEIS for the location of Corridor 26 – Edmonds to Lynnwood Link. This corridor was studied as both a light rail corridor and as a BRT corridor.

Sound Transit Long-Range Plan Update - RECORD #173 DETAIL**Submission Date :** 7/5/2014**First Name :** Susan**Last Name :** Baird-Joshi**Submission Content :** To the Sound Transit Committee,

Regarding Light Rail in Puget Sound.

Take into account the State's Growth Management Act. The greater Eastside is growing rapidly, and the state is mandating this growth, whether there is transportation avenues to handle growth or not.

The rail needs to extend to Belleue/Redmond by 2016, not 2023.

And the rail needs to extend north along 405 to pick up Kirkland, then east to Monroe. The traffic to/from Monroe and Snohomish is already impossibly crowded during commute times. And new building sites are going up annually in these areas.

A loop north to pick up Snohomish could circle west to get Everett. Everett already has the rail commuting system south to Seattle. You do not need to duplicate that leg with light rail. Provide bus transportation between the Lynnwood station and a connection to the rail system between Everett and Seattle.

Or cancel the Northgate Lynnwood leg and provide bus from Northgate to the Everett/Seattle rail system.

Susan Baird-Joshi
11118 NE 141 PL
Kirkland, WA 98034

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173-1

The East Link Extension to serve Bellevue and Redmond is currently in final design, with construction beginning in 2015 and completed by 2021.

173-2

The Current Plan Alternative (see Figure 2-7 in the Final SEIS) includes rail corridor D which would extend rail north along I-405. Sound Transit acknowledges the suggestion to extend rail east of Kirkland to Monroe and north to Snohomish.

Figure 1-1 of the Long-Range Plan SEIS shows the Sound Transit District boundary, which defines the agency's service area as established by state law. Monroe and the City of Snohomish are located outside of the current Sound Transit District boundary. Sound Transit must follow legislatively mandated steps before annexing areas into the Sound Transit District or extending services beyond the current district boundary. Extensions of service can occur without changing or annexing the district boundary. The Final SEIS summarizes the process and requirements in Sections 2.5.1 and 2.5.2.

The Long-Range Plan Update SEIS does acknowledge that some areas outside the district boundary could be considered reasonable locations for extending high-capacity transit service. As noted in Section 2.5 of the Final SEIS, Monroe and Snohomish are listed as examples of those locations.

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: Ken Barczyszyn
 Address: 18024 76th Ave NW
 City: Stanwood State: WA Zip Code: 98192
 Email address: ken.edwards@clune.com
☐ Please sign me up for project email updates

Sound Transit has prepared a Draft Supplemental Environmental Impact Statement (SEIS) to update the regional transit Long-Range Plan. The Draft SEIS evaluates alternatives for expanding the regional high-capacity transit system after currently-funded projects are complete in 2023. Sound Transit invites you to review and comment on the Draft SEIS. Your comments will help the Sound Transit Board identify public priorities for future services and destinations. **All comments are requested by July 28, 2014.** Comments received by that deadline will be responded to in the Final SEIS, expected Fall 2014.

Please provide your comments (use back or additional pages if necessary):

I am employed by Dwayneclune Chrysler Jeep Dodge as Controller. The business is located on Highway 99. The consideration to place light rail on the Hwy 99 corridor would have such an immense negative impact, it is conceivable that this impact would directly result in great financial loss to the local business community. An impact which would directly effect the employees of all such businesses. The Hwy 99 retail/commercial area is not the best choice for light rail consideration. An ~~alternative~~ ^{alternative} corridor solution should be the only option considered.

575-1

Please see the response to common comment 8 - Business impacts along Evergreen Way in Section 5.3.1 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #541 DETAIL**Submission Date :** 7/24/2014**First Name :** Eric Lane**Last Name :** Barnes**Submission Content :** Hello Sound Transit,

Please bring light rail to West Seattle.

Thank you

Eric Lane Barnes
West SeattleVisit <http://www.ericlanebarnes.com> for music catalog and more information-- Every man thinks of his own fleas as gazelles
Moroccan proverb**541-1**

The Potential Plan Modifications Alternative (see Figure 2-9 in the Final SEIS) includes a potential light rail corridor between downtown Seattle and West Seattle (corridor 2) and a high-capacity transit corridor between Sea-Tac Airport and downtown Seattle via West Seattle (corridor 23). Because these corridors are part of the Potential Plan Modifications Alternative, the Sound Transit Board would first have to modify the current Long-Range Plan in order to implement them. The Long-Range Plan will be updated after issuance of the Final SEIS. In turn, the updated plan will support Sound Transit Board decisions about future high-capacity transit investments.

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: Sheila Countryman-Bean
 Address: 5913 103rd PL SW
 City: Mukilteo State: WA Zip Code: 98275
 Email address: sheilaacbean@msn.com
☐ Please sign me up for project email updates

Sound Transit has prepared a Draft Supplemental Environmental Impact Statement (SEIS) to update the regional transit Long-Range Plan. The Draft SEIS evaluates alternatives for expanding the regional high-capacity transit system after currently-funded projects are complete in 2023. Sound Transit invites you to review and comment on the Draft SEIS. Your comments will help the Sound Transit Board identify public priorities for future services and destinations. **All comments are requested by July 28, 2014.** Comments received by that deadline will be responded to in the Final SEIS, expected Fall 2014.

Please provide your comments (use back or additional pages if necessary):

I am adamantly opposed to putting
 any form of light rail on Evergreen Way
 (also Hwy 99).
 I feel this would destroy the retail
 businesses and the access to businesses
 would be decreased.
 Put light rail along I-5!

566-1

Please see the response to common comment 8 - Business impacts along Evergreen Way in Section 5.3.1 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #282 DETAIL
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Submission Date :	7/8/2014
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First Name :	Gretchen
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Last Name :	Bear
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Submission Content :	1. I want the Sound Transit to study the Sand Point Crossing (Option "SP1")
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2. ST needs to complete the analysis on a floating rail bridge, floating tunnel, and suspension bridge from Sand Point to Kirkland to complete the analysis of the UW to Kirkland to Redmond study.

3. Building the best line possible is the most important consideration in this corridor.

4. Study driverless subway technology to control costs and increase flexibility in operations.

For North-enders, this is an excellent option to explore. The rapid growth of Magnusson Park and the traffic issues it is challenged with could be alleviated with this excellent option. Also parking at U-Village which is at a premium could be averted. The straight commute to Microsoft and the eastside would allow people to avoid trying to get access through the Montlake cluster and would also help alleviate the Lake City Way traffic. It is crazy to think that Montlake can bear any more transportation hubs! It's a mess that backs up all the way to University Village every single day of the week.

Please consider this excellent option. Thanks –Gretchen Bear

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282-1

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

282-2

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

Long-Range Plan Draft Supplemental Environmental Impact Statement



Comment Form

Name: Pete Beaupain
 Address: 29407-111th Ave SE
 City: Auburn State: _____ Zip Code: 98092
 Email address: pbeaupain@comcast.net
☐ Please sign me up for project email updates

Sound Transit has prepared a Draft Supplemental Environmental Impact Statement (SEIS) to update the regional transit Long-Range Plan. The Draft SEIS evaluates alternatives for expanding the regional high-capacity transit system after currently-funded projects are complete in 2023. Sound Transit invites you to review and comment on the Draft SEIS. Your comments will help the Sound Transit Board identify public priorities for future services and destinations. **All comments are requested by July 28, 2014.** Comments received by that deadline will be responded to in the Final SEIS, expected Fall 2014.

Please provide your comments (use back or additional pages if necessary):

This question should be forwarded to Operators. When the Sounder stops in Kent, all the grade crossings in town get closed and stay closed the entire time the train is at the station. As a person trying to get through town, this seems to be either insane or malicious. Is there a logical reason for it? Is there any way to let the gates be open while the train is fully stopped? Some relief from this apparently ridiculous situation would be greatly appreciated.

344-1

Please see the response to common comment 24 - Not related to SEIS in Section 5.3.6 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #27 DETAIL

Submission Date : 6/20/2014
First Name : Mark
Last Name : Beisse
Submission Content : Dear Sound Transit,

27-1

In response to a flyer sent through United States Postal Service, this has comments focused on light rail since I think that is where resources must be used. Most of my experience on such networks is in the Washington, DC, metropolitan region Metrorail system. It was started in 1968 at the same time Seattle metropolitan region voters defeated such a proposal.

Therefore, we will only have 30 miles of light rail by 2023, and Metrorail is many times that long at present. I also limit my comments here to the extensions of the line north and south because this would be the greatest bang for the buck. We should place before the voters the plan for 2040 that extends north in Paine Field - Snohomish County Airport and to downtown Everett. We should as well include extension to the south to the King County boundary.

My comments exclude Pierce County or in Joint Base Lewis - McChord because from our prior elections that county seems less supportive of light rail. That is not unusual because Metrorail has evolved more quickly for Montgomery County and Prince George's County, both in Maryland, than it did to Fairfax County and other Virginia counties.

These are my comments alone on the long-range plan update discussed with no one else, and I look forward to using the Teddy Roosevelt station in 2021.

Mark A Beisse
 2205 NE 92nd Street
 Seattle, Washington 98115

27-1

The Final SEIS Current Plan Alternative includes potential light rail serving Paine Field and downtown Everett (corridor H: Lynnwood to Everett). In south King County, Sound Transit is currently conducting project-level reviews for the Federal Way Link Extension project, a portion of which (from Angle Lake to Kent/Des Moines) is funded through to construction.

Sound Transit Long-Range Plan Update - RECORD #502 DETAIL**Submission Date :** 7/25/2014**First Name :****Last Name :** BEVERLEY**Submission Content :** Looking forward to great light rail service throughout the region !

- 502-1 | 1. Must have grade separated transit. Faster but also SAFER. Minimizes nontransit interaction with pedestrians and vehicles.
- 502-2 | 2. Must have grade separated rail to West Seattle.
- 502-3 | 3. Must have grade separated rail from Ballard to UW.
- 502-4 | 4. Study the Sand Point Crossing – it will provide a better rail connection than SR 520 and the Trans Lake Study does not exclude it from consideration as Sound Transit first thought.
- 502-5 | 5. Review and update the population models being used to study ridership. The PSRC numbers for Seattle are clearly off.
- 502-6 | 6. Study driverless technology for new rail routes as part of Sound Transit's efforts to improve their financial sustainability in operations.

502-1

Please see the response to common comment 22 - Provide grade-separated transit in Section 5.3.4 of Chapter 5 of this Final SEIS.

502-2

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

502-3

Please see the response to common comment 15 - Use updated population and employment projections in section 5.3.4 of Chapter 5 of this Final SEIS.

502-4

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

Submission # 260

Sound Transit Long-Range Plan Update - RECORD #260 DETAIL

Submission Date : 7/11/2014
First Name : Phil
Last Name : Bishop
Submission Content : To Sound Transit,

The cost of mass transit is unsustainable. We have seen the cost increase almost 100% in just 8 years. Our costs to students have increased less than 20% in that same time. Costs must be contained. Wages and benefits for transit workers must be contained. We are all under pressure to treat our employees well, but we do not have your standing to increase costs and mandate increased fees with impunity. If we did that, we would quickly drive our students away due to prohibitively high tuition rates.

Please get a handle on this. Double digit increases year in and year out are not the answer.

Sincerely,

Phil Bishop

ORCA Mass Transit Program Cost History
 Cost per employee for Orca card
 Fiscal Year (Oct - Sept) Non Subsidized Rates Net The Seattle
 School Rates Increase over non Subsidized Rates Annual Non
 Subsidized Rate increases Cumulative Increases since 2007-
 08

2007-2008	\$258	\$158	N/A	N/A	N/A	
Jan '09 - Aug '09	\$295	\$245	\$37	14.3%	14.3%	
Sep '09 - Aug '10	\$322	\$322	\$27	9.2%	23.5%	
Sep '10 - Aug '11	\$354	\$354	\$32	9.9%	33.4%	
Sep '11 - Aug '12	\$404	\$404	\$50	14.1%	47.6%	
Sep '12 - Aug '13	\$465	\$465	\$61	15.1%	62.7%	
Sep '13 - Aug '14	\$534	\$534	\$69	14.8%	77.5%	
Sep '14 - Aug '15	\$641	\$534	\$107	20.0%	97.5%	

[<https://ssl.gstatic.com/ui/v1/icons/mail/images/cleardot.gif>]

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 Philip M. Bishop
 SVP for Finance and Administration/CFO
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pbishop@theseattleschool.edu<<mailto:pbishop@theseattleschool.edu>>
 Direct: (206) 876-6107
 Fax: (206) 876-6195
 Cell: (206) 465-5958

Attachments : Orca Cost History.pdf (38 kb)

Submission # 260

ORCA Mass Transit Program Cost History**Cost per employee for Orca card**

Fiscal Year - Sept)	(Oct	Non Subsidized Rates	New Employer Subsidy	Net The Seattle School Rates	Increase over non Subsidized Rates	Annual Non Subsidized Rate increases	Cumulative Increases since 2007-08
2007-2008		\$ 258	\$ 100	\$ 139	N/A	N/A	¹ N/A
Jan '09 - Aug '09		\$ 295	\$ 50	\$ 158	N/A	N/A	¹ N/A
Sep '09 - Aug '10		\$ 322	\$ -	\$ 245	\$ 37	14.3%	² 14.3%
Sep '10 - Aug '11		\$ 354	\$ -	\$ 322	\$ 27	9.2%	23.5%
Sep '11 - Aug '12		\$ 404	\$ -	\$ 354	\$ 32	9.9%	33.4%
Sep '12 - Aug '13		\$ 465	\$ -	\$ 404	\$ 50	14.1%	47.6%
Sep '13 - Aug '14		\$ 534	\$ -	\$ 465	\$ 61	15.1%	62.7%
Sep '14 - Aug '15		\$ 641	\$ -	\$ 534	\$ 69	14.8%	77.5%
					\$ 107	20.0%	97.5%

¹ The increase from 07-08 to 08-09 was large because the first two years were heavily discounted to "entice" us to join

² The large increase from 08-09 to 09-10 reflected the addition of additional transit agencies: Pierce, Community,

Sound Transit Long-Range Plan Update - RECORD #240 DETAIL
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Submission Date :	7/15/2014
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First Name :	Erik
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Last Name :	Blazing
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Submission Content :	Hello,
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240-1

1. I want Sound Transit to study the Sand Point Crossing (Option "SP1")

2. ST needs to complete the analysis on a floating rail bridge, floating tunnel, and suspension bridge from Sand Point to Kirkland to complete the analysis of the UW to Kirkland to Redmond study.

3. Building the best line possible is the most important consideration in this corridor.

240-2

4. Study driverless subway technology to control costs and increase flexibility in operations.

Thank you,
-Erik**240-1**

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

240-2

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #245 DETAIL
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Submission Date :	7/14/2014
First Name :	Ross
Last Name :	Bleakney
Submission Content :	Greetings,

245-1

I just finished filling out the online survey. I would like to add some ideas, if I may. I would like if Sound Transit would study a light rail route that roughly followed the Metro 8 bus route. There would be no reason to follow the route past Mount Baker (obviously) since the light rail line already does this. But the line could start there, at that station. Then it would head north, with possible stations close to Yesler and Seattle University before again meeting up at the Capitol Hill station. From there, the train would head west, towards South Lake Union. I believe such a light rail line would be extremely popular for the money spent.

In general I think it is best to build light rail in very populous areas, while I think BRT is best suited for more sparsely populated areas, especially if those areas are relatively close to a freeway. I also believe that bus and rail line interaction is extremely important. Someone from a suburb should be able to ride a bus that travels very quickly on the freeway (in its own lane) before it stops at a train station. If the bus ride was completely free of traffic, and the transfer involved taking only a few steps, it would be a much better experience for the rider than if a new train station was built closer to home. The chances that such a station would actually be within walking distance of that rider is just too low.

Thank you for your time,
Ross Bleakney

245-1

The Potential Plan Modifications Alternative (see Figure 2-9 in the Final SEIS) includes the high-capacity transit corridor 25 - West Seattle to Ballard via Central District, Queen Anne. That corridor in conjunction with the First Hill Streetcar would roughly follow the Metro 8 bus route described.

All of the corridors studied in the Final SEIS are intended to reflect a general area within which high-capacity transit could be implemented. The current Long-Range Plan explicitly states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments." Specific alignments will not be identified in the updated Long-Range Plan. For those corridors that are ultimately funded and implemented, more detailed project-level reviews will occur in the future including a more in-depth alternatives analysis that evaluates various alignment options. At that time, the public will have additional opportunities to review and comment on those alignment options.

506-1

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #506 DETAIL	
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Submission Date :	7/16/2014
First Name :	Ross
Last Name :	Bleakney
Submission Content :	Greetings,

506-1

I'm writing in support of light rail from Ballard to the University of Washington. I believe A3 is the best route, but I would add or modify the stops like so:

- 1) Add a stop at 8th Ave NW. I think that this stop will perform well, even though not that many people live near there. Most of the riders at that stop will arrive by bus.
- 2) The next station should straddle Fremont and Aurora. Both of those represent very important bus corridors.
- 3) A station in Wallingford should be added.

I believe that this line is the most important line currently being studied and represents the best value, overall, for our system. I wrote as much in this article: <http://seattletransitblog.com/2014/06/30/ballard-uw-should-be-the-next-light-rail-line-in-seattle/>

Thank you for your time and service,
Ross Bleakney

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431-1

Please see the response to common comment 7 - Downtown to West Seattle ("A6" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #431 DETAIL
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Submission Date :	7/28/2014
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First Name :	Matthew
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Last Name :	Blessing
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Submission Content :	Hi,
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431-1

I'd like to echo the view that you've likely already been hearing, to consider Option A6 in the next Sound Transit funding package (ST3). Please review this proposal here: <http://seattletransitblog.com/2014/07/22/lets-build-rail-to-west-seattle-option-a6/>

Thank you!

Sincerely,

Matt Blessing, West Seattle resident

Sound Transit Long-Range Plan Update - RECORD #358 DETAIL**Submission Date :** 7/22/2014**First Name :** Ben**Last Name :** Bodenmiller**Submission Content :** Hello,

358-1 I am emailing today in support of future public transportation planning in a number of areas around the Puget Sound. Specifically I'd like to see:

- * Grade separated automated light rail where ridership projections exist to support it
- * Rail lines built with expansion in mind (such as center islands to enable easy transfers, rail stubs, track crossovers, etc.)
- * Better bus connections to existing, planned, & new rail lines
- * Reduced duplication of service between buses & rail
- * Express trains
- * Train service that is as fast as or faster than driving
- * Realtime arrival information displayed at bus and train stops as well as available on mobile devices
- * Better technology integration with other transit agencies
- * Realtime arrival data on Google Maps as well as all other PS transit agencies on Google Maps
- * Cell phone service in tunnels

358-2 I'd like to see better transportation to the following areas:

- * Boeing Everett - one of the largest employment locations in region
- * Woodland Park Zoo
- * Point Defiance Zoo
- * Greenwood
- * Museum of Flight
- * Southcenter
- * North Admiral/Alki area

In addition to improving transportation to the above areas I'd like to see options explored to accelerate the existing projects and build any new ones faster. The fact that road projects are 4-6 times faster in the region is unacceptable (e.g. 99 tunnel).

358-3 I'd also like to see better cross town trips. For example right now getting from North Seattle to downtown is okay via public transit however North Seattle to Georgetown or North Seattle to airport is much faster driving.

Lastly given the recent public transportation ballot failings I believe Sound Transit should work to find the anti-transit crowd and study how to earn their trust and support. We also need to explore new funding mechanisms that prevent car owners from feeling like they subsidize public transit.

Thanks,

Ben Bodenmiller
541-270-2978

358-1

Please see the response to common comment 18 - Integration with local transit providers in Section 5.3.4 of Chapter 5 of this Final SEIS.

The Final SEIS evaluates a number of light rail corridors and the effects of those corridors on transit ridership. The Final SEIS also discusses how Sound Transit will continue working with King County Metro and other transit providers to develop and implement measures to effectively integrate transit services in the region. Although not discussed in the SEIS, Sound Transit is also evaluating the integration and improvement of technologies to make riding transit in the region even easier.

358-2

The Current Plan Alternative (see Figure 2-7 in the Final SEIS) includes corridors G, F and B that could potentially provide light rail transportation to the Woodland Park Zoo, Greenwood, and Southcenter areas. The Potential Plan Modifications Alternative (see Figure 2-7 in the Final SEIS) includes corridors 13, 17, and 23 that could provide light rail and high-capacity transit to Boeing Everett, the Point Defiance Zoo, and the North Admiral/Alki area. Central Link could also provide light rail transportation to the Museum of Flight.

358-3

As part of the Sound Transit 2 funding package, Sound Transit is in the process of implementing several light rail extensions northward: 1) the University Link Extension project from Westlake to the University of Washington with a 2016 target date for service, 2) the Northgate Link Extension project from UW to Northgate with a 20121 target date for service, and 3) the Lynnwood Link Extension project from Northgate to Lynnwood with a 2023 target date for service.

Sound Transit Long-Range Plan Update - RECORD #187 DETAIL
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Submission Date :	7/7/2014
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First Name :	Charles
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Last Name :	Bond
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Submission Content :	I think the most important line I see on here is Ballard to UW, but please note the following:
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1) This line should not be contingent on the 520 crossing being built.

2) The Wallingford tunnel makes the most sense to me, but it needs at least one more stop near Aurora/the Zoo. If a stop was put between Aurora and Fremont ave, the #5 and Rapid E routes could be rerouted to have joint stops, boosting ridership significantly.

3) Keeping the whole line grade separated is important to providing a permanent solution to east-west travel across the city.

4) Consider planning closely with the city and Metro to maximize the value of investments, and possibly provide areas in build plans that SDOT could start building ahead of the 2016 vote. (such as a new dual use tunnel or bridge)

187-1

Please see the response to common comment 1 - General Ballard in Section 5.3.1 of Chapter 5 of this Final SEIS.

All of the corridors studied in the Final SEIS are intended to reflect a general area within which high-capacity transit could be implemented. The current Long-Range Plan explicitly states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments." For those corridors that are advanced as part of a future system plan, more detailed analysis of alignments and station locations will occur during system planning and project development. During system planning and project development the public will have additional opportunities to provide review and comment.

Submission # 366

Sound Transit Long-Range Plan Update - RECORD #366 DETAIL**Submission Date :** 7/23/2014**First Name :** Todd**Last Name :** Bond at Rodland Toyota**Submission Content :** Sound Transit board of directors or Karin Erti

It has been brought to my attention that there is a potential alternative plan to bring a light rail system extension from Lynnwood to Everett possibly running on Highway 99 or Evergreen Way. Currently the light rail systems runs along Interstate 5 and the BRT is and would be running on Hwy 99. If you are going to do an extension of the light rail it would only makes since to me that you continue the project along I-5 since the park and rides are available there and not disrupt the hundreds of businesses that would be affected and the millions of tax dollars lost by literally closing those businesses during the project. I spent time at the 2010 Winter Olympics in Vancouver B.C and was thinking at that time how far behind we are with our tranpotaion systems currently in place therefore I agree these projects are way past due, just don't shut down business in the process.

Sincerely, Todd Bond

[http://contentservice.mc.reyrey.net/image_v1.0.0/?id=524266]

Todd Bond

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309-1

June 19, 2014

To whom it should concern,

How would you like to get 60%-80% of the cars off the road during the crowded rush hour traffic? Car pools and van pools help, but bus pools on a gigantic scale can actually do it.

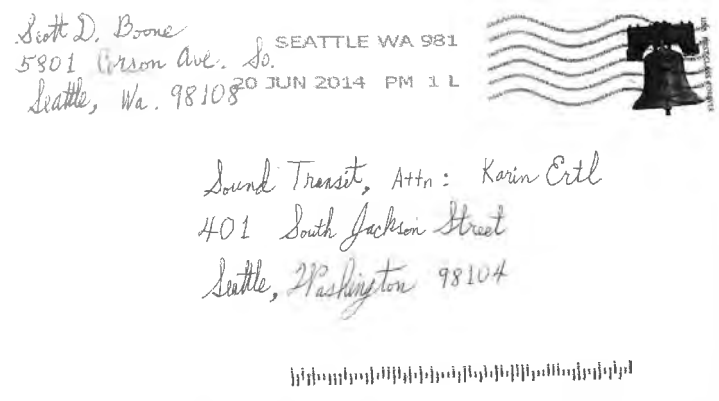
Great flexibility in a bus pooling system would be needed, it would be able to serve only people on fixed work hours (but that would be a vast majority of them), a bus pooling system would take many years to put together, and stiff resistance would have to be overcome from certain interests. However, the benefits of a vast bus pooling system are amazing. I think of the massive reduction in air pollution, a big drop in the CO₂ greenhouse gases entering the atmosphere, a huge drop in fuel consumption, the wear and tear on cars and highway surfaces, a reduction in the need for highway repairs of all kinds.

To take 40 cars off the roads and replace them with one bus, especially in the crush of rush hour traffic, is the only method that will have any significant effect in vastly improving the twice daily titanic traffic congestion that turns our freeways into parking lots regularly.

Scott D. Boona

309-1

As part of the Long-Range Plan Update SEIS, Sound Transit studied a variety of regional express bus and bus rapid transit corridors that would connect regional growth centers.



Sound Transit Long-Range Plan Update - RECORD #364 DETAIL
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Submission Date : 7/23/2014

First Name : Russell

Last Name : Borgmann

Submission Content : A few weeks back I received a flyer in the mail about the Sound Transit 2014 Long-Range Plan Update. It shows projected population growth by 2040 region-by-region (Everett, Seattle, Bellevue, Tacoma). Can you please provide an on-line pdf version of this flyer and the data that was used to create this information?

Thank you,
Russell Borgmann
Bellevue, WA 98005

364-1

Population and employment forecasts are based on the Puget Sound Regional Council land use forecasts. Additional information on population and employment forecasts, including summary data tables, can be found in Chapters 1, 3, and 4 of the Final SEIS. Population and employment data can be downloaded from the Puget Sound Regional Council website.

281-1

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #281 DETAIL

Submission Date : 7/8/2014

First Name : Logan

Last Name : Bowers

Submission Content : Hello,

281-1 | I'd really like to see you evaluate a Sand Point rail crossing. It looks like it has potential. Thank you.
Sent from my iPhone

Submission # 308

June 17, 2014

Karen Ertl
401 S. Jackson St.
Seattle, WA 98104

Dear Ms. Ertl,

With the large population increase forecast for the region, the odds are great that the largest increase in users of I-5 will be from Tacoma. Therefore the logical route for any extension should be south into the Tacoma area.

Such an extension will not benefit me personally but it makes sense (which government actions do not always take).

Sincerely,
William J. Boyd
2010 S. Union, Apt 22
Tacoma, WA 98405

Submission # 190

Sound Transit Long-Range Plan Update - RECORD #190 DETAIL**Submission Date :** 7/9/2014**First Name :** James**Last Name :** Braden**Submission Content :** Hello Mike,

I will be teaching at NSCC that evening, but here are my thoughts. Push mass transit as far as you can. Resurrect old City Engineering blueprints for the trolley and street car lines from the early 1900's for the City. Return the Burke Gilman Trail to it's original use, as a rail line and then run commuter trains to the East Side. Why bother with the lengthy legal litigations for right of ways, bulldozing down houses, etc., just put the trains back on a flat track. Not sure where the separate line running through Kirkland is now, but if it's still intact, then run commuter trains on it.

Having traveled in Europe and most recently taken the train from the airports of Oslo, Norway, Stockholm, Sweden and Copenhagen, Denmark to their respective downtowns, in a convenient and seam less way, I feel Seattle can do a lot better!

Jim Braden

Sound Transit Long-Range Plan Update - RECORD #557 DETAIL**Submission Date :** 7/24/2014**First Name :** Frank**Last Name :** Branch

Submission Content : The justification for avoiding study of alternative technologies such as Heavy Rail and Sky Train needs to be revisited considering the current needs of Seattle, the region, and of an infrastructure investment that will be used by generations to come.

Driverless technology for new rail routes must be studied as part of Sound Transit's efforts to improve their financial sustainability in operations.

Update the ridership and population projections in the corridor studies to more accurately represent growth in Seattle and the region, the PSRC numbers for Seattle are clearly off.

Study the Sand Point Crossing – it will provide a better rail connection than SR 520 and the Trans Lake Study does not exclude it from consideration as Sound Transit first thought.

ST needs to complete the analysis on a floating rail bridge, floating tunnel, and suspension bridge from Sand Point to Kirkland to complete the analysis of the UW to Kirkland to Redmond study.

Building the best line possible is the most important consideration in this corridor.

Study a better option for Ballard to UW. I want The Ballard Spur "A4!" – A3 is the best option presented, but ST needs to add stations at East Ballard and Aurora and move the Wallingford station east.

ST needs to study a fully grade separated version of Level 2 Alternative C1 in case it is not possible to build Corridor D from the Ballard to Downtown Study.

Building the best line possible is the most important consideration in this corridor as it is the highest value transit corridor that does not already have rail planned in Washington State.

Design the Ballard to UW line so that it can be extended both east and west in the future.

Study a better Eastside Corridor.

I want rail Sound Transit to study Seattle Subway's "C4" proposal for rail to Issaquah with a connection to East Link at I-90.

Direct and fast connections to Downtown Bellevue and Downtown Seattle are crucial for this corridor as destinations along I-90 continue to grow in regional significance.

More stations please! LRP studies should include stations at Factoria, Bellevue College, Eastgate, Lakemont Boulevard and Historic Issaquah.

Present a better option to the board for rail to West Seattle.

I want rail to West Seattle! Study Seattle Subway's "A6" to North Delridge and the West Seattle Junction as its own separate expansion phase.

Building a high quality line is the most important consideration in this corridor as it is a high value corridor with possibilities of future expansion and would significantly improve the transportation options for West Seattle.

557-1

Please see the response to common comment 21 - Alternative technologies - General in Section 5.3.4 of Chapter 5 of this Final SEIS.

557-2

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

557-3

Please see the response to common comment 15 - Use updated population and employment projections in section 5.3.4 of Chapter 5 of this Final SEIS.

557-4

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

557-5

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

557-6

Please see the response to common comment 2 - East/West extension of Ballard to UW in Section 5.3.1 of Chapter 5 of this Final SEIS.

557-7

Please see the response to common comment 5 - Kirkland-Bellevue-Issaquah ("C4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

557-8

Please see the response to common comment 7 - Downtown to West Seattle ("A6" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

101-1

As discussed in Section 2.4 of the Final SEIS, streetcars are an option to connect regional transit hubs. Potential streetcar corridors studied as part of the Potential Plan Modifications Alternative are shown in Figure 2-11 of the Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #101 DETAIL

Submission Date : 6/16/2014

First Name : Leon

Last Name : Breaux

Submission Content : Hi. I don't see streetcars in your plan. An integrated streetcar service would greatly diminish car use in urban areas. They would also add aesthetic and community appeal, not to mention elegance over buses.

Why no streetcars?

Also, isn't only 30 miles of light rail by 2023 a bit underwhelming? Seems to make an impact the number should be several times that. Are you really planning to move significant amounts of people out of their cars? The situation is already horrendous... I can only wonder what "much more time stuck in traffic" can possibly mean.

I lived in Beijing recently for a few years and watched their subway system grow very quickly. One ride, any distance and number of transfers, cost 2 yuan, or about 32 cents. I've lived in Bangkok as well, and their system is better than Beijing's, with a Skytrain and subway system, also quite affordable and clean. Needless to say, the traffic situation in these cities is still poor, but the public transportation system gives an easy and cheap alternative. Beijing's population is around 19 million, and Bangkok's is about 8 million. Our population and density is much less. If they can do it, why can't we?

I was surprised to see after returning here that the train from Kent to Lakewood leaves twice a day (!). I didn't believe it at first. What good is that? And drive your car and park it at the train? Streetcars needed. Cars need to stay in garages or ideally not be bought at all.

Given the amount of cars on the freeway, I should be able to hop on a train to anywhere in the area (with transfers of course) including as far as Everett from Lakewood, every ten minutes. It should cost less than \$5 for the trip. As it stands now, I have to get in my car, which I don't like and hence don't do. I took a bus from Kent to Lakewood when I first arrived back and it took most of the morning and was almost empty. A taxi to Kent from Puyallup cost \$50. Surely we can do better than this. If people had better, cheaper options than their cars they would use them, but they don't.

I think this is a very important issue, at the crux of many of our problems. Thanks for reading.

Best,

Leon Breaux

536-1

In response to comments on the Draft SEIS, the Final SEIS now evaluates a potential light rail corridor (corridor 14) from UW to Sandpoint to Kirkland to Redmond. Please see Section 2.4.1 and Figure 2-9 of the Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #536 DETAIL
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Submission Date :	7/24/2014
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First Name :	Satin
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Last Name :	Brennan
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Submission Content :	Hello,
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It appears in the New "Potential Plan Modifications Alternative (Action)", there would not be light rail from Redmond to Kirkland, only Regional Express Bus. This seems like a huge mistake. The East Corridor from Redmond to Kirkland to Woodinville, Bothell, Mill Creek etc. should have light rail. Is that being considered? The commute on North on 202, North on Willows and West on 908/Redmond Way/85th into Kirkland/Woodinville in the evenings is terrible! There is no HOV lanes on these corridor roads so an express bus does no good.

Sincerely,
Satin Brennan

536-1

Sound Transit Long-Range Plan Update - RECORD #437 DETAIL**Submission Date :** 7/25/2014**First Name :** Greg**Last Name :** Briggs**Submission Content :** Hi,

I just wanted to say that I support the comments which the Seattle Subway group has put forth, especially:

- 437-1 | Study the Sand Point Crossing –
Building the best line possible is the most important consideration in this corridor.?
- 437-2 | Study a better option for Ballard to UW. I want The Ballard Spur "A4!"
Design the Ballard to UW line so that it can be extended both east and west in the future.
- 437-3 | Study a better Eastside Corridor.
I want rail Sound Transit to study Seattle Subway's "C4" proposal for rail to Issaquah with a connection to East Link at I-90.
Direct and fast connections to Downtown Seattle are crucial for this corridor.
- 437-4 | Present a better option to the board for rail to West Seattle.
I want rail to West Seattle! Study Seattle Subway's "A6" to North Delridge and the West Seattle Junction as its own separate expansion phase.
Building a high quality line is the most important consideration in this corridor as it is a high value corridor with possibilities of future expansion and would significantly improve the transportation options for West Seattle.
- 437-5 | Finally one comment of my own, which is that the Central Link is packed for the evening commute. Please plan on increasing service frequency even more during this time.
- Thanks,
Gregory Briggs
4344 28th Ave S, Seattle

437-1

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

437-2

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

437-3

Please see the response to common comment 5 - Kirkland-Bellevue-Issaquah ("C4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

437-4

Please see the response to common comment 7 - Downtown to West Seattle ("A6" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

437-5

Increased service frequency for Link has been added as a representative project under the Current Plan Alternative (see Appendix A of the Final SEIS, Tables A-1 through A-6). These are projects that could be implemented along the corridors that comprise the Current Plan Alternative regardless of whether service is already in operation along those corridors. The list represents the types of projects or support facilities that could be implemented in the future if, and when, any of the HCT corridors (as shown on the Current Plan Alternative map) are implemented.

Sound Transit Long-Range Plan Update - RECORD #551 DETAIL**Submission Date :** 7/24/2014**First Name :** Travis**Last Name :** Briggs**Submission Content :** Thank you providing the opportunity to respond to the sound transit long term plan, I think that it is important to have a well thought out plan and then execute. I will break down my feedback into sub regions and other category. Thanks for your consideration.

Technology/Other

The lack of a study of driverless technology is concerning. With the sky train in Vancouver is an example that it reduces costs and provides more space for passengers. With the algorithms that Google is working on with their self-driving car even Rainer valley at grade sections could likely be driverless in the near future. But existing technology could be implemented immediately on the East and north link trains. Especially if we add more lines passed Lynnwood we would likely see a peak crunch in the future and the extra space on the trains would be highly useful.

With the removal of the buses from the down town transit tunnel, why not study installing turnstiles similar to the ones in the Paris metro, to reduce our fare enforcement costs and decrease fare avoidance.

Another project that would help is remodeling the transit tunnel stations with Escalators to and from the platforms and installing a central platform for quicker transfers between lines.

I have concerns with the PARC pollution projections as they don't pass the smell test. There is no way Tacoma is going to grow faster than Seattle, there are relatively few jobs. Ballard with the current building cycle will be near its 2035 figure but with plenty more developable space and the potential to up zone in places. The country is growing differently than when these projections were put together, the cities in many states are growing faster than the suburbs which ten years ago was unheard of. Seattle is leading the charge for this trend and with the water we are unlike to spread out in a Houston like manor. The country is seeing financial demographics shift and with the high price of gasoline and traffic the suburbs are highly unlikely to grow quickly as the PARC indicates. In the ten years the biggest growth will be in Ballard, Denny Triangle, South Lake Union and the CD and not Covington, Maple Valley and Lake Stevens and the PARC figures wrongly state the opposite. The bottom line is not that the PARC was poorly done its just that the assumptions made 5-10 years ago are not holding true and we are seeing grow in different places and the PARC needs to be updated

North King County

An opportunity for study was missed in the neighborhoods bordering downtown, the current plans call for The east link to interline to UW, and the North and south link to interline as well, this could possibly be a mistake and missed an opportunity to service some of the highest density neighborhoods in the state of Washington. The close in neighborhoods such as Belltown, Southlake Union, Uptown, First Hill, and the Central District currently do not have service but have very high density and could be well served by the three lines in development. A couple of examples that might make sense:

- For East link instead of continuing on to the UDistrict it could stop in the Denny Triangle and South lake Union after the Westlake station.

- Have the North Link serve First Hill and/or the CD after the University street or Pioneer square station.

- For the South Link have it continue to Belltown, Uptown and Queen Anne after the Westlake station.

551-1

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

551-2

Proof of payment is required on all Sound Transit vehicles. Sound Transit regularly reviews its fare enforcement policies and procedures, and the agency may consider different fare enforcement approaches for future implementation.

551-3

For purposes of the Long-Range Plan, station improvements are considered representative projects (see Appendix A of the Final SEIS) and could potentially be implemented along any of the corridors included in the Long-Range Plan if funding were available.

551-4

Please see the response to common comment 15 - Use updated population and employment projections in section 5.3.4 of Chapter 5 of this Final SEIS.

Sound Transit assumes that your comment is in relation to PSRC population projections. There are no references to "PARC pollution projections" or similar in the SEIS. Consistent with Federal requirements for Metropolitan Transportation Planning, the travel forecasts prepared for the Long-Range Plan alternatives used the most current land use and demographic estimates provided by the Puget Sound Regional Council (PSRC), the Metropolitan Planning Organization for the Central Puget Sound Region. Sound Transit uses the PSRC forecasts known as land use targets. These forecasts for population and employment reflect the latest information provided by local jurisdictions published by PSRC.

551-5

Sound Transit is currently constructing the First Hill Streetcar project in partnership with the Seattle Department of Transportation. This project will provide a rail transit service connection between First Hill and the Central District and Link light rail. In the Final SEIS, the Potential Plan Modifications Alternative includes several corridors that would connect downtown Seattle to Ballard through various options of the Central District, Belltown, Queen Anne, Interbay, and South Lake Union. As described in Section 2.4.1 of the Final SEIS, this includes corridors 1, 24, and 25. Various operating plans could link these corridors with existing and planned Link service.

551-5	All of these options appear to be good ways to serve the densest parts of our region without a Seattle only line
551-6	The Second Ave bus tunnel which would likely be needed in the future should have its own study and not rolled in with the West Seattle study, and should be used to look at reconnecting the three lines we have and the proposed lines with the close in neighborhoods in a cost effective manor
551-7	We need a study of a higher quality Ballard Spur, tunnel and surface with extensions from through Ballard almost to the Shilshole boarder all the way the Children's hospital, the figures for the tunnel and the offset alignment were too good not to get into a little more detail. Likely the end stops would not make it into the first round but we could build with an eye to the future to add them in a future round of improvement. But the Ballard Spar must not be done in a vacuum the Ballard to downtown potential alignment must be considered.
551-8	East King The lack of a Kirkland to Issaquah study with interlining though Bellevue with East Link was amateurish. The study also did not study a minor diversion for the East side rail corridor to downtown Kirkland where the density is. A line should be Studied with the following station locations, Downtown Kirkland, Google Kirkland, South Kirkland P&R, Interline starting at Hospital through downtown Bellevue and then Factoria, Bellevue community college and Eastgate with an extension to Issaquah. The costs would be well contained by heavy use of Interlining, the Eastside rail corridor and the I90 right of way but getting the downtown Kirkland stop would be likely be worth the cost of diversion.
551-9	The Station alignment in Issaquah was pretty lack luster as Highlands would need a tunnel. Why not the Costco Campus or one of the two areas that were recently up zoned? It seems to me that BTR was selected first then the other options were sandbagged. A Kirkland diversion, then Eastside rail corridor, interlining, then I-90 alignment must be considered as it would be cost effective and hit most of the higher density areas on the east side not served by ST2.
551-10	North/East I'm shocked that a Sand Point Crossing was not studied and the fact that Sound transit was dishonest or incompetent as to why not. The stated reason for not studying the Sandpoint crossing was that the DOT studied it and said it was not practical, this is incorrect. The Study said it was impracticable from a highway but it should be studied as it had high potential for a transit crossing. So siting a study as a reason not to do a study that says that it should be studied further make Sound Transit look incompetent or dishonest. Logically it would be easier to run a surface line up Sandpoint Way and then a short tunnel or elevated through down town Kirkland then attempting to run a highway through the area. The best options for a 520 crossing are a new floating bridge and a movable one across the cut. The Movable bridge is highly problematic as it will reduce reliability and if we are building a new bridge we should build in the best possible alignment to the population center. I would rather see a rough estimate than just saying it's too expensive and doesn't work without an study.
551-11	South King The travel times to from South King and potential Piece Country are too long and Rainer valley is cut off from its major shopping center and one of the major employer by being aligned to the airport. If a new line was put in that went from the Stadium station and stopped once at Georgetown and then meet up with the current alignment at the south end of Boeing field was implemented it would have several key benefits:

551-6

Please see the response to common comment 7 - Downtown to West Seattle ("A6" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

All of the corridors studied in the Final SEIS are intended to reflect a general area within which high-capacity transit could be implemented. The current Long-Range Plan explicitly states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments." As described in Section 2.2.3 of the Final SEIS, the ST2 transit package approved by the region's voters in 2008 funded several high capacity transit corridor studies that were completed in summer 2014. These studies included the downtown Seattle to West Seattle corridor. As stated in the ST2 plan, "These studies will inform the Sound Transit Board's consideration of potential updates to Sound Transit's Long-Range Plan." While the HCT studies provide information on travel markets, mode and route options, potential ridership, and conceptual costs estimates, they do not recommend particular modes or alignments. Furthermore, specific alignments will not be identified in the updated Long-Range Plan. For those corridors that are ultimately funded and implemented, more detailed project-level reviews will occur in the future including a more in-depth alternatives analysis that evaluates various alignment options. At that time, the public will have additional opportunities to review and comment on those alignment options.

551-7

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

551-8

Please see the response to common comment 5 - Kirkland-Bellevue-Issaquah ("C4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

551-9

All of the corridors studied in the Final SEIS are intended to reflect a general area within which high-capacity transit could be implemented. The current Long-Range Plan explicitly states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments." Specific alignments will not be identified in the updated Long-Range Plan. For those corridors that are ultimately funded and implemented, more detailed project-level reviews will occur in the future including a more in-depth alternatives analysis that evaluates various alignment options. At that time, the public will have additional opportunities to review and comment on those alignment options.

551-10

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

551-11

- Improve travel times from South King and Pierce counties to Downtown and links to east and north link.

- Allows the SE Seattle to add a infill Station at Grahame in Rainer Valley

- Allows the current alignment in SE Seattle to shift to either Boeing Renton/the Landing or to South Center which are both high value travel destinations.

- Improves Travel times from Downtown to the Airport

- Allows implementation of driverless technology on South Link

San Diego is a great example of this as they broke up its first line to rationalize and improve the system.

Thanks

Travis Briggs

Briggt07@gmail.com<mailto:Briggt07@gmail.com>

Belltown Seattle Resident

551-11

A potential new light rail corridor between Tukwila and SODO via the Duwamish industrial area is included in the Potential Plan Modifications Alternative. In order to implement light rail in this corridor, the Sound Transit Board would first have to modify the Long-Range Plan after issuance of the Final SEIS. The updated Long-Range Plan will then provide the basis for future transit investments. Also, for the Current Plan alternative, light rail stations at Boeing Access Road and S. Graham Street are included among representative projects identified in Appendix A of the Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #399 DETAIL**Submission Date :** 7/27/2014**First Name :** Walter**Last Name :** Brooks

Submission Content : We desperately need public mass transit in the State of Washington. Your plan is too slow, too little, not extensive enough. How exactly does this plan fit with the Washington State goal of cutting carbon pollution by 50% by 2050? I believe that that goal is too little to late. Global warming is happening now. Temperatures were higher than ever before during May 2014. The West Coast of North America will take a major beating if climate keeps heating up. You have not taken into consideration the ecological effect of global warming. So again your plans are too little, too late and not extensive enough.

The current I-5 traffic levels are approaching total grid lock. A couple of months ago there was a large accident just north of Federal Way. There must have been a half dozen emergency vehicles blocking the south bound I-5 lanes. We were proceeding north on I-5 and the southbound traffic was gridlocked all the way to the WA State Convention Center as we proceed further north. How proud are you of that?

To make matters worse you ended up arguing with the Bellevue City Council while the citizens of Federal Way were begging you to extend light rail to Federal Way and then on to Tacoma and Olympia. You folks just do not get it at all. You are destroying South King County and North Pierce with your inaction.

It seems to me that a high speed heavy rail express train system that goes from Vancouver, BC to Portland, Oregon should be being built right now. We make many trips to see family in Portland and it is quite common to have major traffic snarls in the region from Tacoma to Chehalis peaking at the Joint Base Lewis McCord most any time. I hate to think what would happen if we had any sort of travel emergency in this region. A major earthquake, volcanic eruption, a sudden super storm are just a few examples I would like to point out. Perhaps, you have never seen the geologic map a Paradise Visitor Center that shows the extent of a full throated eruption of Mount Rainier which geologist believe is certainly overdue. From what I understand such an even would kill atleast several million people if they can not get out of the way.

We have made major investments in entertainment centers of all types in Seattle. It is quite interesting to see how over crowded the light rail system becomes if a major sporting event is going on. We used to take the train to Benaroya Hall which usually worked quite well except there is not enough parking anywhere for large crowds of people. I do not understand what you thought was going to happen. Your poor planning is choking off audiences trying to go to either Benaroya or McGaw Halls. Seattle Opera is a World Class Organization but you do not have anyway to get to the train after 11pm or 12pm. Once again your planners are totally incompetent. A similar problem occurs at Benaroya if they have an event running late at night. Getting to Benaroya should be easy but there is not enough parking anywhere so people I know just stay home. Your poor planning is marginally responsible for the economic crisis going on with the Seattle Symphony.

Our family members are spread out all over the King County area. Your poor planning makes it quite difficult for us to have family gatherings. We recently met at Stuart Park to celebrate our 50th Wedding Anniversary. Even with our modest size there was not enough parking for everyone comfortably attend.

On a larger scale of size your poor planning makes it difficult for people to come to Federal Way to come to the Rhododendron Species Botanical Garden which is a unique garden in the entire world. Your poor planning is making it difficult for this World Class facility to survive. The same is true for a large number of excellent gardens in this region.

Oregon is a major producer of horticultural plants. The poor transportation

399-1

As discussed in Section 4.2.3 of the Final SEIS, implementation of projects considered in the Long-Range Plan Update Final SEIS would contribute to reductions in greenhouse gas emissions in the region. The reduction in emissions would support the Washington State Department of Ecology's 2010 plan "Path to a Low-Carbon Economy An Interim Plan to Address Washington's Greenhouse Gas Emissions".

399-1

facilities make it difficult for producers there to sell to this area. Similarly there are specialty farms in Washington that are injured by the lack of adequate public transportation in our region. Both states are significant producers of foods and trade is significantly injured by the lack of good rapid rail services.

Some of these problems extend from Olympia our state capital. Many people in this region work there and every day the I-5 corridor is overburdened by the lack of rapid heavy rail connections to the capital. How can we have any real planning in this state if the center of planning is isolated from rest of the state. It is no wonder that the state legislature is gridlocked and nothing gets done. It difficult at best for the Governor to meet with his constituents to hear their concerns. Similarly, legislators can not hear the concerns of their constituents. As I said at the beginning of this message you are failing in your duties to the people of the State of Washington at every level. You can not even come up with a single card system for paying for ferry fares, bridge tolls, highway tolls, etc. It is little wonder that the people of Washington hold public servants in such low regard.

Walter Brooks Jr. (Ph.D. Organic Chemistry, retired)

142-1

The Long-Range Plan SEIS evaluates an extension of light rail transit to downtown Tacoma as part of the Current Plan Alternative. This extension would result in one-seat service between Pierce County, Sea-Tac Airport and downtown Seattle. Please see Chapter 2 of the Final SEIS for more information on corridor A.

Sound Transit Long-Range Plan Update - RECORD #142 DETAIL
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Submission Date : 6/30/2014

First Name : Hans

Last Name : Brown

Submission Content : I just took the survey. Unfortunately it did not address everything I hoped it would. I don't ride the bus or rail because it does not go where I would need it to take me. Pierce county residents need a direct route to the Airport and Downtown Seattle, not much more of anything else, for right now. Also we need a place to park when we get there.

Please focus on where people need to go not just running rails and buses where you already have the right of way. You need to create a right of way directly to the points where people are traveling to, like the airport and downtown Seattle. Everything else is a waste of time for now because you won't have the ridership needed to support this massive project.

You need to start where the trains and buses will be utilized and not run half empty most of the time.

Thanks you.

Hans Brown
Steilacoom, WA 98388
253-279-4577

(Can I get a job in your planning department?)

[<http://static.avast.com/emails/avast-mail-stamp.png>]
<<http://www.avast.com/>>

This email is free from viruses and malware because avast!
Antivirus<<http://www.avast.com/>> protection is active.

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: Zach Brown
 Address: _____
 City: _____ State: _____ Zip Code: _____
 Email address: Zachrb@gmail
☒ Please sign me up for project email updates

Sound Transit has prepared a Draft Supplemental Environmental Impact Statement (SEIS) to update the regional transit Long-Range Plan. The Draft SEIS evaluates alternatives for expanding the regional high-capacity transit system after currently-funded projects are complete in 2023. Sound Transit invites you to review and comment on the Draft SEIS. Your comments will help the Sound Transit Board identify public priorities for future services and destinations. **All comments are requested by July 28, 2014.** Comments received by that deadline will be responded to in the Final SEIS, expected Fall 2014.

Please provide your comments (use back or additional pages if necessary):

- Please place more emphasis on rail and light rail lines, especially those that are separated from traffic (grade separated or otherwise). Additional travel modes that do not share existing roadway infrastructure should be a regional priority.
- Please do not bring any measures to the ballot box in non major election years (2016, 2020, etc.).
- Please place less emphasis on BRT. This travel is not really "rapid" in the first place. Secondly other agencies are in a better position to incorporate these services (KC Metro, etc). I believe that voter money would be more effectively spent in other areas.
- Please consider Paine Field service for LRT when studying Everett extensions. This area can become ^{for} a major employment center. Please also consider service to Everett Community College for the same reasons.

356-1

Please see the response to common comment 22 - Provide grade-separated transit in Section 5.3.4 of Chapter 5 of this Final SEIS.

356-2

Light rail corridor 4 - Everett to North Everett of the Potential Plan Modifications Alternative (see Figure 2-9 of the Final SEIS) could provide service to Everett Community College. All of the corridors studied in the Final SEIS are intended to reflect a general area within which high-capacity transit could be implemented. Specific alignments will not be identified in the updated Long-Range Plan. For those corridors that are ultimately funded and implemented, more detailed project-level reviews will occur in the future including a more in-depth alternatives analysis that evaluates various alignment options. At that time, the public will have additional opportunities to review and comment on those alignment options.

Sound Transit Long-Range Plan Update - RECORD #484 DETAIL**Submission Date :** 7/28/2014**First Name :** Aidan**Last Name :** Brugger

Submission Content : 1. Review and update the population model being used in the studies. The PSRC numbers are clearly inaccurate in their 2035 projections. We discuss this in detail here:
<http://seattletransitblog.com/2014/07/16/sound-transit-population-and-ridership-projections-much-too-low-in-lrp-studies/>

2. Study the Sand Point Crossing — it's a better routing and the Trans-Lake Washington crossing study does not exclude this area from being studied. We discuss this in detail here:
<http://seattletransitblog.com/2014/07/08/uv-to-redmond-via-kirkland-options-lets-build-a-sand-point-crossing-option-sp1/>

3. Study the highest quality option for Ballard to UW: The Ballard Spur. We discuss this in detail here:
http://seattletransitblog.com/2014/06/23/lets-build-the-ballard-spur/<http://l.facebook.com/l.php?u=http%3A%2F%2Fseattletransitblog.com%2F2014%2F06%2F23%2Flets-build-the-ballard-spur%2F&h=IAQFvmlXJ&enc=AZPZMQYUf-C3KoftulTnoTFIYAVGzj25-IDbGP9YXHlHudGugsT0OLqxFAzKFHqVpibhtbUJUMkrzrh357_wanNCP7pAyMUdBK3joICFRsmSMxChitlvWCPTNPk9gtwUfsblvv6yPKgmjPGQyBAfKbbLjO24a8aSuObG2qwhWDcg&s=1>

4. Study a better Eastside corridor. We discuss this in detail here:
http://seattletransitblog.com/2014/07/23/better-eastside-rail/<http://l.facebook.com/l.php?u=http%3A%2F%2Fseattletransitblog.com%2F2014%2F07%2F23%2Fbetter-eastside-rail%2F&h=RAQGY77nK&enc=AZPVnY_cJ6Kkp39Wjp_papKtJvrEYZI938sm8dHFleCTqxpC2T107jckM3siiszilaVdJ2tbgRdxPYPr8G0boErqCic0YE0TIdrkEyYgNUAxwkcwebtQB9OrE3AmZRx6n0a3tf-t2E1HM6iig_6cWV6D0VUGyKBN-REOBiC7wplDg&s=1>

5. Present an option to the board for West Seattle that is easier to include in ST3. We discuss this in detail here:
<http://seattletransitblog.com/2014/07/22/lets-build-rail-to-west-seattle-option-a6/>

6. Study alternative rail options such as sky train and heavy rail and study driverless rail technology. We discuss this in detail here:
<http://seattletransitblog.com/2014/07/24/summary-post/#comments>

484-1

Please see the response to common comment 15 - Use updated population and employment projections in section 5.3.4 of Chapter 5 of this Final SEIS.

484-2

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

484-3

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

484-4

Please see the response to common comment 5 - Kirkland-Bellevue-Issaquah ("C4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

484-5

Please see the response to common comment 7 - Downtown to West Seattle ("A6" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

484-6

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

Please see the response to common comment 21 - Alternative technologies - General in Section 5.3.4 of Chapter 5 of this Final SEIS.

Submission # 131

Sound Transit Long-Range Plan Update - RECORD #131 DETAIL**Submission Date :** 6/13/2014**First Name :** Christine**Last Name :** Brushwood**Submission Content :** Hi There,

I would like to see our government stop subsidizing oil and gas costs and instead spend money to support transit for all.

I am lucky to live downtown and I walk to work and most places and I like to travel via transit. I like to visit the coast and other small towns on the weekends but now it is harder because, for example, Whatcom County has no public transit on Sundays. Weekend service is important too so that a person can get out of town and travel a bit on weekends!

We should have clean and safe public transportation that people are not afraid to use. You can't get people out of their cars if public transportation is dirty and scary.

Christine Brushwood
Secretary Senior
Harborview Neurology, Box 359775
325 Ninth Avenue
Seattle, WA 98104-2499
Tel: 206-744-6934
Fax: 206-744-8787
e-mail: cbrush@uw.edu

Submission # 125

Sound Transit Long-Range Plan Update - RECORD #125 DETAIL
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Submission Date :	6/14/2014
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First Name :	Nick
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Last Name :	Buckeridge
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Submission Content :	Thank you for inviting me to join the conversation. I'm retired, living in Fairwood center. No longer driving, I rely entirely on King County Metro Transit for travel. I have never had to use Sound Transit and anticipate not doing so. Having worked in downtown Boston for many years, I can appreciate what you are trying to do.
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Nick Buckeridge, Renton, WA, 425 652 6734

Sound Transit Long-Range Plan Update - RECORD #216 DETAIL**Submission Date :** 7/8/2014**First Name :** Jordan**Last Name :** Buckley**Submission Content :** Hi, I'm writing to urge Sound Transit to consider 100% grade separated rail including a Ballard Spur and a Sand Point Crossing. My wife and I live in Ballard/Phinney and commute to Seattle Children's Hospital, and we see a desperate need for better transit east-west north of Lake Union.**Ballard Spur**

216-1 | I want The Ballard Spur "A4!" – A3 is the best option presented, but ST needs to add stations at East Ballard and Aurora and move the Wallingford station east.

ST needs to study a fully grade separated version of Level 2 Alternative C1 in case it is not possible to build Corridor D from the Ballard to Downtown Study.

Building the best line possible is the most important consideration in this corridor as it is the highest value transit corridor that does not already have rail planned in Washington State.

216-2 | Study driverless subway technology to control costs and increase flexibility in operations.

216-3 | Design the Ballard to UW line so that it can be extended both east and west in the future.

More info at: <http://seattletransitblog.com/2014/06/23/lets-build-the-ballard-spur/>

Sand Point Crossing

216-4 | I want the Sound Transit to study the Sand Point Crossing (Option "SP1")

ST needs to complete the analysis on a floating rail bridge, floating tunnel, and suspension bridge from Sand Point to Kirkland to complete the analysis of the UW to Kirkland to Redmond study.

More info at: <http://seattletransitblog.com/2014/07/08/uw-to-redmond-via-kirkland-options-lets-build-a-sand-point-crossing-option-sp1/>

216-1

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

216-2

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

216-3

Please see the response to common comment 2 - East/West extension of Ballard to UW in Section 5.3.1 of Chapter 5 of this Final SEIS.

216-4

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #401 DETAIL**Submission Date :** 7/26/2014**First Name :** Jordan**Last Name :** Buckley**Submission Content :** Dear Sound Transit,

I'm writing because I support the comments published over recent weeks by Seattle Transit Blog<<http://seattletransitblog.com/2014/07/24/summary-post/>> about the Sound Transit Draft EIS for the Long Range Plan. I urge you to take into consideration their suggestions:

- 401-1 | 1. Review and update the population model being used in the studies. The PSRC numbers are clearly inaccurate in their 2035 projections. (Discussed in detail here<<http://seattletransitblog.com/2014/07/16/sound-transit-population-and-ridership-projections-much-too-low-in-lrp-studies/>>)
- 401-2 | 2. Study the Sand Point Crossing — it's a better routing and the Trans-Lake Washington crossing study does not exclude this area from being studied. (Discussed in detail here<<http://seattletransitblog.com/2014/07/08/uw-to-redmond-via-kirkland-options-lets-build-a-sand-point-crossing-option-sp1/>>)
- 401-3 | 3. Study the highest quality option for Ballard to UW: The Ballard Spur. (Discussed in detail here<<http://seattletransitblog.com/2014/06/23/lets-build-the-ballard-spur/>>)
- 401-4 | 4. Study a better Eastside corridor. (Discussed in detail here<<http://seattletransitblog.com/2014/07/23/better-eastside-rail/>>)
- 401-5 | 5. Present an option to the board for West Seattle that is easier to include in ST3. (Discussed in detail here<<http://seattletransitblog.com/2014/07/22/lets-build-rail-to-west-seattle-option-a6/>>)
- 401-6 | 6. Study alternative rail options such as sky train and heavy rail and study driverless rail technology.
- Thank you!
- Jordan Buckley
Phinney Ridge

401-1

Please see the response to common comment 15 - Use updated population and employment projections in section 5.3.4 of Chapter 5 of this Final SEIS.

401-2

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

401-3

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

401-4

Please see the response to common comment 5 - Kirkland-Bellevue-Issaquah ("C4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

401-5

Please see the response to common comment 7 - Downtown to West Seattle ("A6" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

401-6

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

Please see the response to common comment 21 - Alternative technologies - General in Section 5.3.4 of Chapter 5 of this Final SEIS.

312-1

Please see the response to common comment 24 - Not related to SEIS in Section 5.3.6 of Chapter 5 of this Final SEIS.

312-1

401 S. JACKSON ST.
SEATTLE WA
98104

TO KARIN ERTL: Attn: Sound transit

- Please preserve service on route 513 weekday service from EVERGREEN way AND 79TH IN SOUTH EVERETT TO DOWNTOWN SEATTLE
- Please preserve service on route 512 weekend and weekday AND ALSO ON
- Route 510 From EVERETT TO SEATTLE AND SEATTLE TO EVERETT

I guess it dates from DECISIONS MADE IN THE late 40's early 1950's AND THAT TRANSIT VOTE IN THE ^{early} 1970's RAIL INFRASTRUCTURE FROM EVERETT TO SEATTLE IS DECRAID WITH MUDSIDES AND ALL THE MONORAIL TO SEATTLE CENTER FROM DT SEATTLE IS DECRAID FLOATING BRIDGES WHO IN EUROPE AND JAPAN USES FLOATING BRIDGES?? THERE'S 3 FLOATING BRIDGES IN OUR ~~PUGET~~ PUGET SOUND REGION WHY DON'T WE HAVE SUSPENSION BRIDGES? I SWEAR THE CITY PLANNING INFRASTRUCTURE IN VANCOUVER B.C. AND PORTLAND, OR IS SUPERIOR WHY DOES AMERICA STILL USE WOODEN RAILROAD TIES NATIONALLY WHEN CHINA, INDIA, EUROPE USE CONCRETE RAILROAD TIES IVE LIVED IN SEATTLE ^{metro area} SINCE SEPT 1979 R10DEN TRANSIT SINCE '81 ^{AND} HAVE MANY BAD EXPERIENCES RIDING KING COUNTY ^{metro} THAT ARE TO MANY TO ~~RECK~~ RECITE. THUMBS DOWN TO TIM EYEMAN AND BELLEVUE SOUNDS COUNCIL KUMPER FREEMAN. THANK YOU FOR READING ^{THIS} LETTER

AGE MID 40's

FROM Kurt Buettner
Apt. B307
8530 5th Ave. W.
Everett, WA 98204-7666

ALSO PRESERVE WEEKEND SERVICE ON ROUTE 510

Sound Transit Long-Range Plan Update - RECORD #496 DETAIL**Submission Date :** 7/25/2014**First Name :** Michelle**Last Name :** Burce**Submission Content :** To Whom it May Concern,

496-1 | I am writing today to express my strong support for grade-separated transit in Seattle and surrounding areas, to be built as soon as is feasible.

Seattle is growing, traffic is getting worse all the time, and people are looking for alternatives. To be a true alternative to sitting in traffic, transit needs to be fully grade-separated and have reasonable travel times to all of the major population centers in our city, and in surrounding regions. As good as our Bus Rapid Transit looks on paper, I have spent hours of my life stopped in traffic on Rapid Ride buses, and I have seen how frustrated drivers will take over the "bus only" lanes during rush hour, when buses need them the most.

We are far behind where we should be, but with the leadership of Sound Transit and the responsible projects it has stewarded forward so far, I believe we can build great, reliable transit in this city in a reasonable timeline. However, in order to do that, we need the best plans, and the most compelling case for transit to get our representatives and taxpayers on board (so to speak). To that end, I would like to echo the positions posed by Seattle Subway:

496-2 | * Review and update the population model being used in your studies. Our region is growing quickly, and we should take this into account when planning transit. If we acknowledge that our light rail and trains will be serving a larger population, then it will sound like an excellent investment to build the best and fastest routes.

496-3 | * Study the Sand Point Crossing. Our bridges are congested already, and a Sand Point crossing would add another way across the lake in addition to I-90, one that does not need to travel through our busy downtown area.

496-4 | * Study the Ballard Spur option from Ballard to UW. Having a grade-separated option for crossing the north end of the city in the east-west direction is a huge need that we currently don't have a great option for. Our poor 44 bus line is slow and crowded, and the Ballard Spur would stop in all of our major - and not yet served by rail - neighborhoods in the north end.

496-5 | I also support Seattle Subway's other positions - study a better Eastside corridor, present an option to the board for West Seattle that is easier to include in ST3, and study alternative rail options, particularly driverless technology - but I will not go into detail on these, as I am not as knowledgeable about the Eastside or West Seattle, having lived and worked mainly in the north end, the Central District, and downtown. However, their recommendations for places I am familiar with are sound, and so I trust their recommendations elsewhere as well.

496-6 | Thank you for your time, and I hope that within the near future we will have a rail system that more than adequately serves the transportation needs of our great region.

496-7 | Best,
Michelle Burce

496-1

Please see the response to common comment 22 - Provide grade-separated transit in Section 5.3.4 of Chapter 5 of this Final SEIS.

496-2

Please see the response to common comment 15 - Use updated population and employment projections in section 5.3.4 of Chapter 5 of this Final SEIS.

496-3

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

496-4

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

496-5

Please see the response to common comment 5 - Kirkland-Bellevue-Issaquah ("C4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

496-6

Please see the response to common comment 7 - Downtown to West Seattle ("A6" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

496-7

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

Submission # 138

Sound Transit Long-Range Plan Update - RECORD #138 DETAIL**Submission Date :** 6/13/2014**First Name :** Dave**Last Name :** Burns**Submission Content :** I use Sound Transit often and really love using it when I can. However, I live on the border of Frederickson/Spanaway/Graham and have very few transit options. Please consider adding service to this rapidly growing area. New housing construction here is booming and expanding in and around where I live.

Thank you for your time and keep up the great work!

Dave Burns
Spanaway, WA

Sent from Windows Mail

Submission # 49

Sound Transit Long-Range Plan Update - RECORD #49 DETAIL**Submission Date :** 6/26/2014**First Name :** Kohen**Last Name :** Burrill**Submission Content :** Hello,

We received the latest Sound Transit mailer today and wanted to offer our 'vote'.

With only so many lanes to offer the West Seattle Bridge is a commuting nightmare. There is one way in, and one way out.

Please consider West Seattle in the planning for the post-2023 long term light rail plan.

We would like to be involved in future discussions which address providing West Seattle any traffic relief prior to 2023 as well. =)

Thank you for your time,

Kohen and Katherine Burrill
7552 31st Avenue SW
Seattle, WA 98126

Sound Transit Long-Range Plan Update - RECORD #415 DETAIL
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Submission Date :	7/28/2014
First Name :	Christine
Last Name :	Buttorff
Submission Content :	To whom it may concern:

415-1

It would be great to have extended weekday/weekend hours for the Sounders, Mariners and Seahawks games. For example, it would be great to take the train to Seattle for tonight's 7p Sounders game, but the last train southbound is before the the game starts.

Thanks,

CB

415-1

Please see the response to common comment 12 - Sounder service in Section 5.3.3 of Chapter 5 of this Final SEIS.

Submission # 76

Sound Transit Long-Range Plan Update - RECORD #76 DETAIL**Submission Date :** 6/21/2014**First Name :** Terri and Jon**Last Name :** Bylander**Submission Content :** Dear sound transit,

Thank you for sending out the "join the conversation" mailer.

I urge you to expand to Edmonds, Mukilteo and Everett.

As a Mukilteo and Everett resident and an expected 74% population increase based on your projections, please expand north beyond Lynnwood at your earliest convenience.

The extension to downtown Seattle and suburbs is essential for our interconnectivity and quality-of-life.

Our region for the size that it is, is behind in this regard. This planning should've been faced in decades ago. That said, it's never too late to raise the bar and shoot for a better commuter grid to decrease congestion on the roads.

Good luck, forge ahead, be courageous, don't give up, don't let us down.

Sincerely and respectfully,

Your Neighbor.

Sound Transit Long-Range Plan Update - RECORD #488 DETAIL
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Submission Date :	7/28/2014
First Name :	Gary
Last Name :	Carson
Submission Content :	A few questions

- | | |
|-------|---|
| 488-1 | Why build a subway in a area that is and will be known for future earthquakes? |
| 488-2 | What has the current light rail done to fix and traffic and does sound transit have any data showing the current rail has improved traffic? |
| 488-3 | With the current multi billion light rail expansions why would we creat a subway system?

With the troubles already shown on our current tunnel project for SR99 and the history of the "big dig" being one of the most corrupt projects in modern day history why do we feel a subway system is right in the NW?

Gary Carson
98115 |

488-1

Modern subway lines are designed to rigorous seismic standards to withstand earthquakes. Transit systems can provide additional resiliency to the transportation system during earthquakes, providing an alternative mode if freeways are damaged.

488-2

As discussed in Section 3.1.1 of Appendix K to the Final SEIS, Sound Transit carried 10.7 million passenger trips on light rail between Central and Tacoma Link. Without the light rail system, these trips would largely have been taken on the region's roads.

488-3

Sound Transit's light rail system can be a combination of at-grade, below ground, or elevated rails depending on a variety of factors and constraints in any given area, as opposed to a subway system that is fully underground.

103-1

Please see the response to common comment 6 - General West Seattle in Section 5.3.1 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #103 DETAIL
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Submission Date : 6/16/2014

First Name : Joan

Last Name : Cartales

Submission Content : Hi,

I'm unable to make the meetings scheduled about light rail, but would like to get my opinion in. I live in southern West Seattle, and I think ultimately it would be very helpful and reduce car traffic significantly if light rail ran through West Seattle. Right now we have the West Seattle Freeway bridge and the First Ave South bridge and traffic can very easily become very congested.

Buses are stuck in pretty much the same traffic as cars, and service is pretty unreliable, especially off peak hours. Light rail would be such a godsend to this area and personally I would love to give up my vehicle but cannot rationalize doing so without some other reliable form of transportation available.

Thanks for reading,

Joan Cartales
Ensure a sustainable future - only print when necessary.

103-1

Sound Transit Long-Range Plan Update - RECORD #191 DETAIL**Submission Date :** 7/10/2014**First Name :** Chay**Last Name :** Casso**Submission Content :** Hello,

191-1

I wanted to comment that I believe studying a line between Ballard and Redmond via Sand Point is worth some time and effort in Sound Transit's Long Range Plan. This line would have the benefit of offering another connection between Seattle and the Eastside, as well as fulfilling the requirements of the Ballard-UW Spur line.

Sand Point - Kirkland has a benefit of assisting the 520 without being attached to it, and should be studied to see if it is a viable alternative across Lake Washington. I would rather that rail in Seattle connect areas of greatest population and job density over conforming to current freeway lines.

Thank you for your consideration.

--

C. Chay Casso
chay@alum.mit.edu<mailto:chay@alum.mit.edu>

191-1

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #405 DETAIL**Submission Date :** 7/28/2014**First Name :** Ken**Last Name :** Cavallon**Submission Content :** Please consider the following as you evaluate the Long Range Plan:

- 405-1 | 1. Review and update the population model being used in the studies. The PSRC numbers are clearly inaccurate in their 2035 projections. We discuss this in detail here<<https://act.myngp.com/el/8539762841337462784/7885254291223478272>>.
- 405-2 | 2. Study the Sand Point Crossing — it's a better routing and the Trans-Lake Washington crossing study does not exclude this area from being studied. We discuss this in detail here<<https://act.myngp.com/el/8539762841337462784/7957311885261406208>>.
- 405-3 | 3. Study the highest quality option for Ballard to UW: The Ballard Spur. We discuss this in detail here<<https://act.myngp.com/el/8539762841337462784/8029369479299334144>>.
- 405-4 | 4. Study a better Eastside corridor. We discuss this in detail here<<https://act.myngp.com/el/8539762841337462784/8101427073337262080>>.
- 405-5 | 5. Present an option to the board for West Seattle that is easier to include in ST3. We discuss this in detail here<<https://act.myngp.com/el/8539762841337462784/8173484667375190016>>.
- 405-6 | 6. Study alternative rail options such as sky train and heavy rail and study driverless rail technology. We discuss this in detail here.<<https://act.myngp.com/el/8539762841337462784/8245542261413117952>>
- Thanks,

~ Ken

Ken Cavallon :.
m.425.442.8318

405-1

Please see the response to common comment 15 - Use updated population and employment projections in section 5.3.4 of Chapter 5 of this Final SEIS.

405-2

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

405-3

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

405-4

Please see the response to common comment 5 - Kirkland-Bellevue-Issaquah ("C4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

405-5

Please see the response to common comment 7 - Downtown to West Seattle ("A6" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

405-6

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

Please see the response to common comment 21 - Alternative technologies - General in Section 5.3.4 of Chapter 5 of this Final SEIS.

293-1

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #293 DETAIL
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Submission Date : 6/26/2014

First Name : Jeff

Last Name : Chang

Submission Content : I'd like to voice my support for the Ballard Spur option mentioned in the seattle transit blog post (<http://seattletransitblog.com/2014/06/23/lets-build-the-ballard-spur/>). I think additional spots along the route to Ballard need to be added in order for transit to be accessible to everyone in Ballard and Wallingford/Phinney Ridge. I hope you take my opinion into account when it comes time to approve the plans. Thank you!

Jeffrey Chang
Ballard Resident

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: ANTHONY CHEN
 Address: 3629 S D ST
 City: TACOMA State: WA Zip Code: 98418
 Email address: ACHEN@TACHS.ORG
☐ Please sign me up for project email updates

Sound Transit has prepared a Draft Supplemental Environmental Impact Statement (SEIS) to update the regional transit Long-Range Plan. The Draft SEIS evaluates alternatives for expanding the regional high-capacity transit system after currently-funded projects are complete in 2023. Sound Transit invites you to review and comment on the Draft SEIS. Your comments will help the Sound Transit Board identify public priorities for future services and destinations. **All comments are requested by July 28, 2014.** Comments received by that deadline will be responded to in the Final SEIS, expected Fall 2014.

Please provide your comments (use back or additional pages if necessary):

318-1 | 1) ~~with~~ The corridor through Frederickson should serve the industrial/manufacturing center

318-2 | 2) There needs to be service to the DBM gates that can connect to on-base service.

318-1

A corridor providing service to Frederickson was studied as part of the Potential Plan Modifications Alternative largely because it is a regionally designated manufacturing/industrial center. Population and employment density forecasts are used to inform selection of station locations, with a priority placed on locations that will generate high ridership. Specific alignments, station locations, and configurations would be studied in greater detail during future project-level reviews for those projects that are ultimately implemented as part of a future system plan.

318-2

The Potential Plan Modification Alternative (see Figure 2-10 in the Final SEIS) includes corridor 44 - Connection to Joint Base Lewis-McChord.

411-1

Sound Transit Long-Range Plan Update - RECORD #411 DETAIL**Submission Date :** 7/26/2014**First Name :** Jim**Last Name :** Chess**Submission Content :** I live in Tacoma and work in Bellevue. It would be great if there was a bus route from Tacoma to Bellevue instead of hubbing through Seattle. It's a long day.

My two cents.

Jim

Sent from my iPhone

411-1

The Final SEIS includes a potential regional express bus/bus rapid transit corridor from Tacoma to Bellevue (corridor 32) as part of the Potential Plan Modifications Alternative. In order to implement this service, the Sound Transit Board would first have to modify the Long-Range Plan after issuance of the Final SEIS. The updated Long-Range Plan will then provide the basis for future transit investments.

418-1

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #418 DETAIL**Submission Date :** 7/28/2014**First Name :** Alex**Last Name :** Choi**Submission Content :** Please study the Ballard to UW option-- especially Seattle Subway's suggestion of an additional stop. It provides the most "bang for buck" of any line that has not been built.

418-1

Sound Transit Long-Range Plan Update - RECORD #8 DETAIL
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Submission Date :	6/23/2014
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First Name :	Alex
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Last Name :	Choi
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Submission Content :	<p>1. I want The Ballard Spur "A4!" - A3 is the best option presented, but ST needs to add stations at East Ballard and Aurora and move the Wallingford station east.</p> <p>2. ST needs to study a fully grade separated version of Level 2 Alternative C1 in case it is not possible to build Corridor D from the Ballard to Downtown Study.</p> <p>3. Building the best line possible is the most important consideration in this corridor as it is the highest value transit corridor that does not already have rail planned in Washington State.</p> <p>4. Study driverless subway technology to control costs and increase flexibility in operations.</p> <p>5. Design the Ballard to UW line so that it can be extended both east and west in the future.</p>
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598-1

598-2

598-3

598-1

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

598-2

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

598-3

Please see the response to common comment 2 - East/West extension of Ballard to UW in Section 5.3.1 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #494 DETAIL

Submission Date : 7/28/2014
First Name : Shane
Last Name : Clyburn
Submission Content : Hello Sound Transit!

494-1

I have attached a map that I made illustrating my dream of light-rail routes around Lake Washington. As you can see from this detailed and incredibly well-designed map, I have a great future in urban design. The map is similar to the current LRP being updated, but it does divide areas up with actual route suggestions for grade-separated rail corridors. The grey areas are existing or planned routes, and each colored line could one day be utilized by thousands of Sound Transit riders. The teal line extends Option D from downtown to Ballard back through the Central Line at Northgate, through Lake City to Bothell. The green line could take riders from downtown Issaquah through Bellevue to Kirkland and potentially north to Bothell, the Lynnwood transit center, or wherever planners believe rail should continue in the future. The red line follows what Seattle Subway is calling the "Ballard Spur," but extends west to potentially transfer to the Sounder North commuter rail, and east to the U village, Sand Point, or over the lake to Kirkland (an extension I'm somewhat ambivalent about). Blue follows recent studies exploring West Seattle south to Burien before heading east to transfer with Central in Tukwila before terminating in Renton. I added the magenta line as a second east-side corridor to connect Bellevue with Renton, and thought it had the potential to extend further south to Kent or beyond if necessary.

Design aesthetics aside, I am a passionate transit supporter and wanted to take this chance to feel like I contributed to the future of our region. I realize you have many talented planners and engineers whose skill probably extends beyond Microsoft Paint, but I'm happy to have made my voice heard. In my vision of our transit future, all residents have simple and fast options to reach the entire region with minimal transfers. Rail is clearly the best option because it avoids traffic, it is pleasant to ride, and it's so simple that visitors and residents alike can navigate the Puget Sound region with ease. These route suggestions would allow travelers to reach any destination around Lake Washington with only one or two transfers.

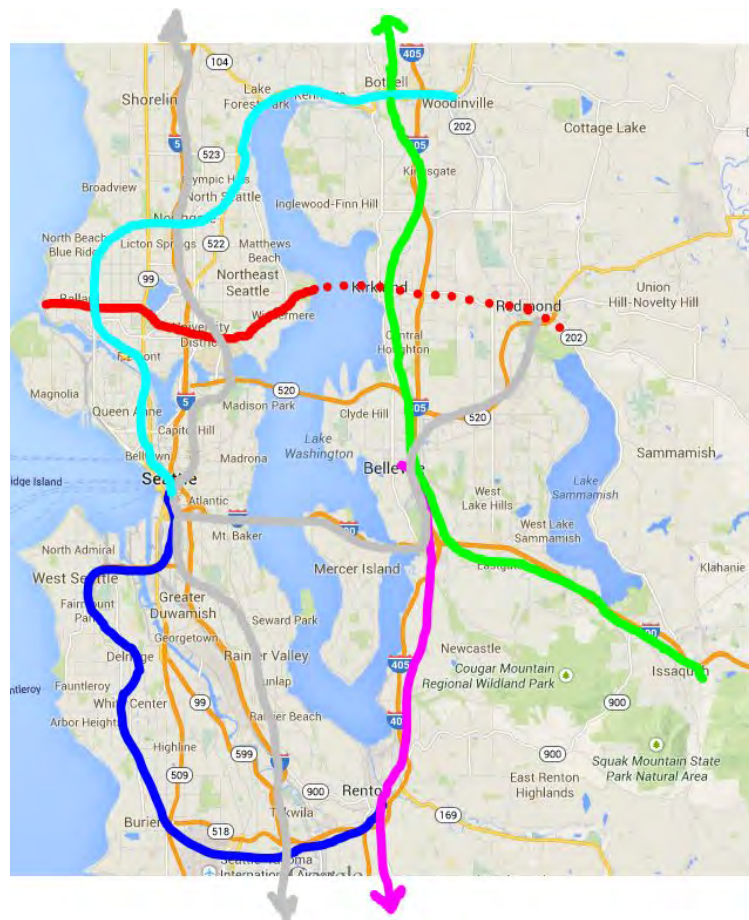
Thank you for allowing this feedback, and I look forward to seeing the updated LRP when it is released.

Best,
 Shane Clyburn

Attachments : train routes.pdf (111 kb)

494-1

All of the corridors shown on your map were studied in the Final SEIS including the Sand Point to Kirkland corridor which was added to the Potential Plan Modifications Alternative in response to comments on the Draft SEIS. Please recognize that all corridors studied in the Final SEIS are intended to reflect a general area within which high-capacity transit could be implemented. The current Long-Range Plan explicitly states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments." Specific alignments will not be identified in the updated Long-Range Plan. For those corridors that are ultimately funded and implemented, more detailed project-level reviews will occur in the future including a more in-depth alternatives analysis that evaluates various alignment options. At that time, the public will have additional opportunities to review and comment on those alignment options.



Sound Transit Long-Range Plan Update - RECORD #553 DETAIL

Submission Date : 7/24/2014
First Name : Shane
Last Name : Clyburn
Submission Content : Hello Sound Transit,

- 553-1 | I want to share some of my opinions as you work to update your long-range plan for our region. As a supporter of the Seattle Subway group, I have passed on their suggested points because I agree on many things. I don't agree completely, however, so please read my own comments here first.
- 553-2 | Areas where I differ from Seattle Subway:
- * While I agree that a Sand Point Crossing should be studied, I believe extending the eastside rail corridor (C4 in their proposal) north from Kirkland to Bothell (and possibly Lynnwood down the line) makes more sense.
 - * Building upon my previous point, I believe Seattle Subway's "Ballard Spur" proposal should have its eastern terminus either near Magnusson Park in Seattle, or head north toward Lake City & Kenmore to end at the same station where the eastside rail arrives in Bothell. Alternatively, the downtown to Ballard line (Corridor D is my preferred option from what ST presented) could veer east to transfer at Northgate with the central line before heading out toward Lake City/Bothell.
 - * I also believe you should consider Seattle Subway's "Ballard Spur" having its western terminus in close proximity to a possible Ballard Sounder stop. This would maximize the use of both the commuter trail and light rail for commuters from the north to reach many areas in Seattle and farther east. I know there were barriers preventing a Ballard Sounder stop in the past, but the inclusion of LRT in the area should improve the incentive to serving this densely populated community.
- 553-3 | In addition to the areas proposed by Seattle Subway for study, I believe you should consider rail options connecting Burien to Renton and Renton to Bellevue. Possibly through extending a Downtown>West Seattle line through Burien and Tukwila before heading east, although this may seem like a strange, meandering route (Downtown Seattle to Bellevue via West Seattle and Southcenter?)
- 553-4 | * When studying LRT options from Downtown Seattle to West Seattle, make sure to prioritize an elevated track over the Duwamish crossing, and north of the WS bridge. We should not rob commuters of one of the most beautiful views of our city by building a stupid and costly tunnel or anything else that obstructs this enjoyable experience.
- 553-5 | * In summary, I believe a major priority should be "closing the lake" by studying grade-separated rail options to connect neighborhoods from all around Lake Washington to other areas with only one or two train transfers.
- 553-6 | * The Sand Point Crossing idea is good, but makes more sense (in my opinion) as a future option to improve speed and reliability across the lake once we already have lines crossing in the north (Lake City/Lake Forest Park/Kenmore/Bothell), south (Burien/Tukwila/Southcenter Mall/Renton) and middle (planned Mercer Island/Bellevue line).
- 553-7 | * "Closing the Lake" will improve equitability and access for all neighborhoods in the greater Seattle area, while also allowing better access to visitors and urban residents to visit outlying areas quickly for recreational or work activities (I know I enjoy Kenmore lanes for a bit of bowling, but getting out there without a car is too much of a hassle, and I'd like to have a drink or two when I'm there).
- * Study grade-separated rail first and foremost. It is the most reliable, fastest, most efficient, and most enjoyable method of travel by transit, and it encourages folks to ride who would not consider bus as an option.
- * A well-designed rail network in our region will not only make living here easier and more enjoyable, it will drastically increase options for visitors to enjoy the diversity of culture offered in smaller towns outside the city.
- Here are the comments from Seattle Subway for your review:
- 553-8 | * The justification for avoiding study of alternative technologies such as

553-1

Sound Transit acknowledges the suggestion to study a C 4 rail alignment on the east side between Kirkland, Bellevue, and Issaquah as well as further north from Kirkland to Bothell and possibly Lynnwood. The Current Plan Alternative (see Figure 2-7 in the Final SEIS) includes rail corridors between Lynnwood, Bothell, Kirkland, Bellevue, and Issaquah. All of the corridors studied in the Final SEIS are intended to reflect a general area within which high-capacity transit could be implemented. The current Long-Range Plan explicitly states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments." As described in Section 2.2.3 of the Final SEIS, the ST2 transit package approved by the region's voters in 2008 funded several high capacity transit corridor studies that were completed in summer 2014. These studies included the Kirkland to Bellevue to Issaquah corridor. As stated in the ST2 plan, "These studies will inform the Sound Transit Board's consideration of potential updates to Sound Transit's Long-Range Plan." While the HCT studies provide information on travel markets, mode and route options, potential ridership, and conceptual costs estimates, they do not recommend particular modes or alignments. Furthermore, specific alignments will not be identified in the updated Long-Range Plan. For those corridors that are ultimately funded and implemented, more detailed project-level reviews will occur in the future including a more in-depth alternatives analysis that evaluates various alignment options. At that time, the public will have additional opportunities to review and comment on those alignment options

553-2

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

553-3

The Burien to Renton and Renton to Bellevue corridors are included in the Current Plan Alternative as potential rail extension corridors C and D, respectively. For a map showing the general location of these corridors, please see Figure 2-7 of the Final SEIS.

553-4

For those corridors that are ultimately funded and implemented, more detailed project-level reviews will occur in the future including a more in-depth alternatives analysis that evaluates various alignment options and station locations. As part of those reviews, the potential visual effects of any proposed improvements would also be evaluated. At that time, the public will have additional opportunities to review and comment on those alignment options

553-5

The Current Plan Alternative includes several potential light rail corridors that would "close the lake" . Corridor B (Burien to Renton) and Corridor D (Renton to Lynnwood along I-405) would achieve these connections to the north, east, and south of Lake Washington. The

553-9	Heavy Rail and Sky Train needs to be revisited considering the current needs of Seattle, the region, and of an infrastructure investment that will be used by generations to come.
553-10	* Driverless technology for new rail routes must be studied as part of Sound Transit's efforts to improve their financial sustainability in operations.
553-11	* Update the ridership and population projections in the corridor studies to more accurately represent growth in Seattle and the region, the PSRC numbers for Seattle are clearly off.
	* Study the Sand Point Crossing – it will provide a better rail connection than SR 520 and the Trans Lake Study does not exclude it from consideration as Sound Transit first thought.
553-12	* ST needs to complete the analysis on a floating rail bridge, floating tunnel, and suspension bridge from Sand Point to Kirkland to complete the analysis of the UW to Kirkland to Redmond study.?
	* Building the best line possible is the most important consideration in this corridor.?
	* Study a better option for Ballard to UW. I want The Ballard Spur "A4!" – A3 is the best option presented, but ST needs to add stations at East Ballard and Aurora and move the Wallingford station east.
553-13	* ST needs to study a fully grade separated version of Level 2 Alternative C1 in case it is not possible to build Corridor D from the Ballard to Downtown Study.
553-14	* Building the best line possible is the most important consideration in this corridor as it is the highest value transit corridor that does not already have rail planned in Washington State.
	* Design the Ballard to UW line so that it can be extended both east and west in the future.
	* Study a better Eastside Corridor.
	* I want rail Sound Transit to study Seattle Subway's "C4" proposal for rail to Issaquah with a connection to East Link at I-90.
	* Direct and fast connections to Downtown Bellevue and Downtown Seattle are crucial for this corridor as destinations along I-90 continue to grow in regional significance.
553-15	* More stations please! LRP studies should include stations at Factoria, Bellevue College, Eastgate, Lakemont Boulevard and Historic Issaquah.
	* Present a better option to the board for rail to West Seattle.
	* I want rail to West Seattle! Study Seattle Subway's "A6" to North Delridge and the West Seattle Junction as its own separate expansion phase.
	* Building a high quality line is the most important consideration in this corridor as it is a high value corridor with possibilities of future expansion and would significantly improve the transportation options for West Seattle.
	Thank you for your time and consideration, Shane Clyburn

553-5

extent to which these are grade-separated would be determined in the future during more detailed project-level reviews as these corridors are implemented. At that time, the public would have additional opportunities to comment.

553-6

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

553-7

Please see the response to common comment 22 - Provide grade-separated transit in Section 5.3.4 of Chapter 5 of this Final SEIS.

553-8

Please see the response to common comment 21 - Alternative technologies - General in Section 5.3.4 of Chapter 5 of this Final SEIS.

553-9

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

553-10

Please see the response to common comment 15 - Use updated population and employment projections in section 5.3.4 of Chapter 5 of this Final SEIS.

553-11

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

553-12

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

553-13

Please see the response to common comment 2 - East/West extension of Ballard to UW in Section 5.3.1 of Chapter 5 of this Final SEIS.

553-14

Please see the response to common comment 5 - Kirkland-Bellevue-Issaquah ("C4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

553-15

Please see the response to common comment 7 - Downtown to West Seattle ("A6" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

252-1

Please see the response to common comment 18 - Integration with local transit providers in Section 5.3.4 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #252 DETAIL

Submission Date : 7/12/2014

First Name : Paul

Last Name : Coffelt

Submission Content : Thanks for reaching out with mailers and providing a great website.

None of the summary materials on the Long Range Plan Update that I've been exposed to mention coordination with other transit agencies. My area is South Snohomish County where Community Transit and Everett Transit both operate. It would be a tremendous advantage if all agencies worked together to provide inter-jurisdictional transit travel. For example, is it possible for Sound Transit to focus exclusively on light rail, Community Transit to focus on intra-city transit travel within Snohomish County, and agencies like Everett Transit to maintain focus on inter-city transit and all work together to coordinate routes, share in costs and space at stations, and effectively remove boundaries from routes?

It would also be good for all municipal and transit agencies within an MPO to coordinate all transportation planning efforts (long, mid, and short range) for all modes of travel.

Paul Coffelt

540-1

Sound Transit Long-Range Plan Update - RECORD #540 DETAIL**Submission Date :** 7/24/2014**First Name :** Mark**Last Name :** Cohan**Submission Content :** My comment is simple: I think it will be a huge mistake if West Seattle is not included in the long range plan for light rail. The area is booming now, and bus service is insufficient for population that is already there.

Mark Cohan, Ph.D.
Associate Professor
Director, Departmental Honors Program
Department of Anthropology, Sociology, and Social Work
Seattle University
901 12th Avenue
Seattle, WA 98122

phone: 206-296-6493
fax: 206-296-2006

540-1

The Potential Plan Modifications Alternative (see Figure 2-9 in the Final SEIS) includes a potential light rail corridor between downtown Seattle and West Seattle (corridor 2) and a high-capacity transit corridor between Sea-Tac Airport and downtown Seattle via West Seattle (corridor 23). Because these corridors are part of the Potential Plan Modifications Alternative, the Sound Transit Board would first have to modify the current Long-Range Plan in order to implement them. The Long-Range Plan will be updated after issuance of the Final SEIS. In turn, the updated plan will support Sound Transit Board decisions about future high-capacity transit investments.

298-1

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #298 DETAIL
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Submission Date : 6/23/2014

First Name : Chris

Last Name : Coleman

Submission Content : I want The Ballard Spur "A4!" – A3 is the best option presented, but ST needs to add stations at East Ballard and Aurora and move the Wallingford station east.

Sincerely,

Chris Coleman
206-453-4570

298-1

Sound Transit Long-Range Plan Update - RECORD #475 DETAIL**Submission Date :** 7/28/2014**First Name :** William**Last Name :** Condon**Submission Content :** As a frequent user of transit, I have specific comments on the Long Range Plan beyond what the survey allows.

- 475-1 First, station spacing should be reduced. I was taken aback to see that your recent plans for a Ballard-UW line included only three stations, and that your Issaquah-Bellevue line totally missed places like Factoria and Issaquah Old Town. While I live on the Eastside, I often visit places throughout Seattle, such as Ballard, different parts of Fremont, and First Hill. What's more, the places I go there are often more than half a mile from the center of the neighborhood. Good transit is needed throughout highly-developed areas and not merely connecting discrete nodes; stations should be built at every point along a line where significant numbers of people might want to board.
- 475-2 Secondly, population figures used should be accurate and not underestimated. As discussed at <http://seattletransitblog.com/2014/07/16/sound-transit-population-and-ridership-projections-much-too-low-in-lrp-studies/>, the figures currently used by PSRC fail to account for recent growth in Seattle neighborhoods. To maximize chances of winning federal grants, as well as to better plan transit, numbers used should be updated to take into account recent growth significantly above predictions.
- 475-3 Thirdly, different parts of each line should be studied discretely. This was done successfully for the Ballard-Downtown line; however, the recent Eastside and West Seattle studies failed at this. Thus, innovative options such as a tunnel only to the Alaska Junction, or a Delridge surface line, are left behind shrouded in mystery.
- 475-4 Fourthly, driverless rail should be considered. In practice, studies have been assuming (with some reason) that each future Link line will be operationally separate, with its own maintenance facilities. This allows the fleets to be distinct. As driverless rail has phenomenally lower operating costs - thus allowing far more service for the same price - it should definitely be considered.
- Thank you.
- William Condon
Bellevue, WA

475-1

All of the corridors studied in the Final SEIS are intended to reflect a general area within which high-capacity transit could be implemented. The current Long-Range Plan explicitly states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments." As described in Section 2.2.3 of the Final SEIS, the ST2 transit package approved by the region's voters in 2008 funded several high capacity transit corridor studies that were completed in summer 2014. These studies included the Ballard to UW corridor and Kirkland to Bellevue to Issaquah corridor mentioned in your comment. As stated in the ST2 plan, "These studies will inform the Sound Transit Board's consideration of potential updates to Sound Transit's Long-Range Plan." While the HCT studies provide information on travel markets, mode and route options, potential ridership, and conceptual costs estimates, they do not recommend particular modes or alignments. Furthermore, specific alignments will not be identified in the updated Long-Range Plan. For those corridors that are advanced as part of a future system plan, more detailed analysis of alignments and station locations will occur during system planning and project development. During system planning and project development the public will have additional opportunities to provide review and comment.

475-2

Please see the response to common comment 15 - Use updated population and employment projections in section 5.3.4 of Chapter 5 of this Final SEIS.

475-3

All of the corridors studied in the Long-Range Plan SEIS are intended to reflect a general area within which high-capacity transit could be implemented. The current Long-Range Plan explicitly states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments." As described in Section 2.2.3 of the Final SEIS, the ST2 transit package approved by the region's voters in 2008 funded several high capacity transit corridor studies that were completed in summer 2014. These studies included the downtown Seattle to West Seattle corridor. As stated in the ST2 plan, "These studies will inform the Sound Transit Board's consideration of potential updates to Sound Transit's Long-Range Plan." While the HCT corridor studies provide information on travel markets, mode and route options, potential ridership, and conceptual costs estimates, they do not recommend particular modes or alignments. Furthermore, specific alignments will not be identified in the updated Long-Range Plan. For those corridors that are ultimately funded and implemented, more detailed project-level reviews will occur in the future including a more in-depth alternatives analysis that evaluates various alignment options. At that time, the public will have additional opportunities to review and comment on those alignment options.

475-4

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

75-1

King County Metro, not Sound Transit, operates the 7 express bus route.

Sound Transit Long-Range Plan Update - RECORD #75 DETAIL

Submission Date : 6/20/2014

First Name : Connie

Last Name : Cox

Submission Content : Please do not take away the 7 express. Do not add routes if you have to take this valuable and highly used route.

Thanks
Connie Cox
98118

Sent from my T-Mobile 4G LTE device

75-1 |

Sound Transit Long-Range Plan Update - RECORD #469 DETAIL**Submission Date :** 7/29/2014**First Name :** Jonathan**Last Name :** Cracolici

Submission Content : Hi,
My name is Jon Cracolici. I've lived in the Puget Sound region for all of my 27 years. I have been following the update fairly closely, and would make these suggestions.

- 469-1 | 1) Update your population projections. Ballard is almost at its 2030 pop estimate already. It will clearly be far more populous in 2030 than the LRP anticipates. This is critical to designing a system for the region as it is, and how it will become.
- 469-2 | 2) Don't discount technologies other than LR. Automated trains could be a real benefit to the system, and if each new segment will need a new O&M facility anyway, why not?
- 469-3 | 3) Study the BEST Ballard-UW line possible. I feel that this corridor is critical to the future of the system. A tunnel with 5 stops would completely revolutionize North Seattle.
- 469-4 | 4) Ensure that some start to a DT-West Seattle rail line is included in ST3. It need not be extensive, but let's get a start.
- Thank you for listening, and thank you for your time.
- Jon Cracolici

469-1

Please see the response to common comment 15 - Use updated population and employment projections in section 5.3.4 of Chapter 5 of this Final SEIS.

469-2

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

Please see the response to common comment 21 - Alternative technologies - General in Section 5.3.4 of Chapter 5 of this Final SEIS.

469-3

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

469-4

The Long-Range Plan Update SEIS evaluates several light rail/high-capacity transit corridors in the West Seattle and Burien areas. For example, the Potential Plan Modifications Alternative (see Figure 2-9 in the Final SEIS) includes a light rail corridor between downtown Seattle and West Seattle (corridor 2) and a light rail or bus rapid transit corridor from Tukwila to Burien to downtown Seattle via West Seattle. The Sound Transit Board could potentially add these corridors to the Long-Range Plan as part of the Long-Range Plan update process. Please see Chapter 2 of the Final SEIS for the location and description of these corridors.

In addition, this area was also studied in even greater detail as part of the South King County High-Capacity Transit Corridor Study. This study can be viewed online at: <http://www.soundtransit.org/projects-and-plans/high-capacity-transit-corridor-studies>

Submission # 77

Sound Transit Long-Range Plan Update - RECORD #77 DETAIL**Submission Date :** 6/16/2014**First Name :** Julia**Last Name :** Craig**Submission Content :** I won't be attending any of the public hearings, but I am all for light rail!! It makes sense to follow the population increases Thanks!
Julia Craig
Bothell

398-1

Please see the response to common comment 13 - Projects in Current Plan affected by ST2 realignment in Section 5.3.3 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #398 DETAIL

Submission Date : 7/27/2014

First Name : Tracy

Last Name : Craw

Submission Content : Tracy Craw
12253 43rd Avenue South
Tukwila, WA 98178
Tracylayne22@hotmail.com

July 27, 2014

Re: Sound Transit Long Range Plan 2014 Draft SEIS

To Whom It Concerns,

I live in the Allentown neighborhood of north Tukwila, near Boeing Access Road and E. Marginal Way. Originally, the light rail plan included a station at Boeing Access Rd. However, it has been deferred. I would like to take this opportunity to remind the Sound Transit of this deferment and request that the completion of this deferred station be given priority.

I am one of many residents here bought houses with expectation they would be served by the nearby station. There are also many businesses that would be served by the completion of the deferred station. There are many opportunities for transit-oriented redevelopment in the area that would increase ridership and serve more citizens.

Further, this community has no viable eco-friendly methods of public transportation available. We have to walk nearly 2 miles to the bus. We pay for, listen to to and see the light rail, however we cannot access unless we add about 20 minutes to our commute and drive south the Airport stop. Once there, we cannot find parking as the airport employees fill all the parking spots. This is an outrage. The fact that the segment from Henderson St. to the Tukwila Station is so long and has no station service is an injustice to those living, working, and visiting the area. The injustice is magnified by the fact that residents and employees in the area have been severely impacted by the construction of the rail. Please finish the job and make the deferred Boeing Access Station a priority.

Thank you,

Tracy Craw

398-1

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: CRAMER, BOB & MT
 Address: 2610 BARKER AVE
 City: EVERETT State: WA Zip Code: 98201
 Email address: C.CRAMER1@PACIFIC.COM
☐ Please sign me up for project email updates

Sound Transit has prepared a Draft Supplemental Environmental Impact Statement (SEIS) to update the regional transit Long-Range Plan. The Draft SEIS evaluates alternatives for expanding the regional high-capacity transit system after currently-funded projects are complete in 2023. Sound Transit invites you to review and comment on the Draft SEIS. Your comments will help the Sound Transit Board identify public priorities for future services and destinations. **All comments are requested by July 28, 2014.** Comments received by that deadline will be responded to in the Final SEIS, expected Fall 2014.

Please provide your comments (use back or additional pages if necessary):

WHAT IS THE COST TO RUN LIGHT RAIL TO PRAIRIEFIELD?
 I THINK IT IS TOO EXPENSIVE FOR LITTLE BENEFIT
 WHAT IS THE ~~REASON~~ REASON FOR THE LIGHT RAIL TO PRAIRIEFIELD?
 WOULD WE NOT BE SERVED BY HAVING LIGHT RAIL ALONG I-5
 STOPPING AT PIERCE RIDE-EASEMENT AND CONTINUING TO
 EVERETT STATION. HAVING RAPID BUS SERVICE FROM
 PIERCE RIDE AND EVERETT STATION TO PRAIRIEFIELD
 WITH YOUR PROJECTION OF POPULATION GROWTH, WHICH
 IS YOUR PROJECTION FOR THIS LOCATION?
 WOULD BE SAIDY HOW TO GET PEOPLE FROM THEIR HOMES
 TO THEIR JOBS. THIS INVOLVE - LIGHT RAIL, RAPID
 TRANSIT AND LOCAL BUSES TO THEIR BEST BENEFIT

350-2

The primary plans at the regional metropolitan level are PSRC's *VISION 2040* (PSRC 2009) and *Transportation 2040* (PSRC 2014). These plans share land use, growth management, and transportation policies that call for an effective regional transit system to link the regional urban growth and employment centers where much of the region's future growth will be focused. Snohomish, King, and Pierce counties are all anticipated to experience growth in employment. The regional growth strategy in *VISION 2040* supports concentrating growth in more than two dozen regionally designated growth centers that will serve as hubs for regional transportation and as focal points of higher-density population and employment. PSRC's designated "regional growth centers" and "manufacturing/industrial centers" are shown in Figure 1-1 of the Final SEIS.

Additional information on population, employment, and the designated growth centers can be found in the Final SEIS Chapter 4, Section 4.9 Land Use. The mission of Sound Transit is to develop a regional transit system that connects urban centers with high-capacity transit.

Sound Transit Long-Range Plan Update - RECORD #2 DETAIL

Submission Date : 6/24/2014
First Name : Ben
Last Name : Crowther
Submission Content : Hello,

My name is Ben Crowther. I live in Pioneer Square, Seattle, and grew up in Issaquah. I care deeply about transit and want to express my comments on the long-range plan. Generally, I want to maximize our investment by building grade-separated rail whenever and wherever possible. Rapid Ride is a great service, but buses don't have the capacity or reliability of rail. More specifically, I'd like to pass on the following comments regarding the UDistrict-Ballard-Fremont-Downtown plans

1. I want The Ballard Spur "A4!" - A3 is the best option presented, but ST needs to add stations at East Ballard and Aurora and move the Wallingford station east.
 2. ST needs to study a fully grade separated version of Level 2 Alternative C1 in case it is not possible to build Corridor D from the Ballard to Downtown Study.
 3. Building the best line possible is the most important consideration in this corridor as it is the highest value transit corridor that does not already have rail planned in Washington State.
 4. Study driverless subway technology to control costs and increase flexibility in operations.
 5. Design the Ballard to UW line so that it can be extended both east and west in the future.
- Thank you!

2-1

Please see the response to common comment 22 - Provide grade-separated transit in Section 5.3.4 of Chapter 5 of this Final SEIS.

2-2

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

2-3

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

2-4

Please see the response to common comment 2 - East/West extension of Ballard to UW in Section 5.3.1 of Chapter 5 of this Final SEIS.

276-1

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #276 DETAIL
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Submission Date : 7/11/2014

First Name : Erik

Last Name : Cutts

Submission Content : Dear Sound Transit board,

276-1

I am writing to request that you do a study of the proposed Sand Point transit crossing to Kirkland. As a former resident of Kirkland, a long time commuter on the 520 and a current resident of downtown I would be interested to learn more about this option. I feel that the lack of reliable, clean, simple transit connecting me to Kirkland is a big reason I drive there several times a week. I would be interested to vote on this proposal once I know the following.

- Comparison of transit time between downtown, UW and Kirkland, Overlake Transit Center and RTC

- Estimated ridership for both 520 and Sandpoint routes

- Cost estimates for each

Thanks,
Erik

Sound Transit Long-Range Plan Update - RECORD #275 DETAIL**Submission Date :** 7/19/2014**First Name :** Craig**Last Name :** Dalby

Submission Content : Sound Transit should continue to build our principal mass transit system, focusing on developing more light rail in the long-range plan. Many of the proposed routes are worthwhile, especially those in Seattle and the more densely developed parts of the region. Light rail should definitely serve at least Ballard and West Seattle via downtown, as well as cross-town service from Ballard to the University District. Other extensions that should be included are Issaquah, Everett, Tacoma, and a line running the length of Interstate 405. A line through Lake City to Bothell and Woodinville would ease traffic in another congested corridor. Another potentially very useful line to add would be a circular route connecting First Hill, Capitol Hill, South Lake Union, Seattle Center, the waterfront, Pioneer Square, and the International District.

However, all these developments make sense with one caveat: future light rail projects should be grade separated to ensure that the system is fast and reliable.

I've taken Link from downtown to the airport about a dozen times since the line opened, and twice the train I was on had an extended stop – on the order of 20 minutes – due to an accident on the tracks ahead of us. One of those times, I thought seriously of calling a cab to be able to make my flight. On several other occasions I've experienced shorter stoppages with the PA system on the train announcing that, "the train is stopped due to traffic ahead."

I worked on the Sound Move campaign in 1996, which saw passage of the first funding for Sound Transit. Part of the message in that effort was that we needed an alternative to sitting in traffic. It's painfully ironic, then, that Link – the main trunk of our regional transit system – can be stopped for indefinite periods for exactly that reason: sitting in traffic. Prolonged stoppages make the system unreliable to the point that many people will stop using it. At the very least, riders have to add time to their itineraries to ensure that they arrive at their destinations on time.

In addition to extending Link, it would make the entire light rail system more efficient and effective to retrofit the current segments that are not grade-separated. A combination of closing some streets that cross the tracks, and building overpasses and/or underpasses for cars could accomplish much of the retrofit. However, Rainier Valley would benefit from having the line put underground. Funding for whatever approaches are most reasonable to correct the deficiencies in having grade crossings on Link must be included in the next round of funding for the system.

Craig Dalby
7929 NE 131st Street
Kirkland, WA 98034

275-1

Local circulators are best provided by local transit providers. Existing Sound Transit Link light rail service through downtown Seattle, when combined with light rail and streetcar service currently under construction, will enhance connections to some locations.

Specifically, the First Hill Streetcar under construction (a cooperative effort between Sound Transit and the City of Seattle) will soon connect the International District to First Hill and Capitol Hill. The University Link Extension project under construction will connect Capitol Hill to existing light rail service through downtown Seattle, including Pioneer Square and the International District. The City of Seattle has a Transit Master Plan that would provide additional streetcar service to areas within the downtown Seattle area.

275-2

Please see the response to common comment 22 - Provide grade-separated transit in Section 5.3.4 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #549 DETAIL**Submission Date :** 7/24/2014**First Name :** Emily**Last Name :** Darling

Submission Content : Hello,
 I'm trying to find information regarding the future development of the light rail into north seattle. I cannot seem to find a map or graphic with all of the future stops on it, or rather all the known/proposed information for each stop all in one place. The Sound Transit website has some information about the next two planned stops (capitol hill, university), but nothing about the other stops (Roosevelt, etc.). I know it is early in the development, but is there a source I am missing? It is disconcerting having to gather information from so many different locations on the same project.

Thanks,
 Emily

549-1

The Sound Transit website for the Northgate Link Extension includes details on the Roosevelt and Northgate stations. The address is: <http://www.soundtransit.org/Projects-and-Plans/Northgate-Link-Extension>

The website for the Lynnwood Link Extension includes information on the system extension from Northgate to Lynnwood. The website is <http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension>.

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: SANDY DUB
 Address: 10002 28TH AVE SW
 City: SEATTLE State: WA Zip Code: 98146
 Email address: aluminumfalcone@yahoo.com
☐ Please sign me up for project email updates

Sound Transit has prepared a Draft Supplemental Environmental Impact Statement (SEIS) to update the regional transit Long-Range Plan. The Draft SEIS evaluates alternatives for expanding the regional high-capacity transit system after currently-funded projects are complete in 2023. Sound Transit invites you to review and comment on the Draft SEIS. Your comments will help the Sound Transit Board identify public priorities for future services and destinations. **All comments are requested by July 28, 2014.** Comments received by that deadline will be responded to in the Final SEIS, expected Fall 2014.

Please provide your comments (use back or additional pages if necessary):

- 338-1 1. Sounder Stations at Ballard, Broad St & Shoreline
- 338-2 2. Link Central Link with Tacoma link, with intermediate stops at S 272nd, Federal WAY TC, S Federal Way P&R and Pife
- 338-3 3. A "Rainier Valley Bypass" for more direct service to Sea-Tac
- 338-4 4. Light Rail from Lynnwood to Everett w/ intermediate stops at Ash Way P&R and SE Everett Hwy station
- 338-5 5. All-day Sounder Service
6. Georgetown Sounder station

338-1

The Ballard and Shoreline/Richmond Beach Sounder stations are already listed as representative projects under the Current Plan Alternative (see Appendix A of the Final SEIS, Tables A-1 through A-6). These are projects that could be implemented along the corridors that comprise the Current Plan Alternative regardless of whether service is already in operation along those corridors. The list represents the types of projects or support facilities that could be implemented in the future if, and when, any of the HCT corridors (as shown on the Current Plan Alternative map) are implemented.

338-2

Corridor A of the Current Plan Alternative (see Figure 2-7 in the Final SEIS) would connect Tacoma Link to Central Link via the Federal Link Extension and the 200th Link Extension. Specific station locations will be determined during project-level reviews for those corridors that are funded as part of the next ballot measure.

338-3

The Lynnwood to Everett corridor is included in the Current Plan Alternative evaluated in this SEIS as corridor H. Most decisions related to specific project details such as the alignment, extent of grade separation, potential for future extensions, and specific station locations would be addressed during future project development phases. Project development occurs after the system planning process, and after corridors have been approved for funding as part of a ballot measure.

338-4

Extended hours of operation (all day two-way on weekdays plus weekend service) for Sounder is included as a representative project under the Current Plan Alternative (see Appendix A of the Final SEIS, Tables A-1 through A-6). These are projects that could be implemented along the corridors that comprise the Current Plan Alternative regardless of whether service is already in operation along those corridors. The list represents the types of projects or support facilities that could be implemented in the future if, and when, any of the HCT corridors (as shown on the Current Plan Alternative map) are implemented.

338-5

A new Sounder station in Georgetown is listed as a representative project under the Current Plan Alternative (see Appendix A of the Final SEIS, Tables A-1 through A-6). These are projects that could be implemented along the corridors that comprise the Current Plan Alternative regardless of whether service is already in operation along those corridors. The list represents the types of projects or support facilities that could be implemented in the future if, and when, any of the HCT corridors (as shown on the Current Plan Alternative map) are implemented.

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Email address: _____

☐ Please sign me up for project email updates

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Please provide your comments (use back or additional pages if necessary):

Fewer Pierce-Transit operated ST Routes that
don't even go to Pierce County - better yet, none
at all!!

299-1

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #299 DETAIL**Submission Date :** 7/15/2014**First Name :** John**Last Name :** David**Submission Content :** I love this idea, can we please look into it?

<http://seattletransitblog.com/2014/07/08/uw-to-redmond-via-kirkland-options-lets-build-a-sand-point-crossing-option-sp1/>

299-1

Submission # 123

Sound Transit Long-Range Plan Update - RECORD #123 DETAIL**Submission Date :** 6/14/2014**First Name :** Marie**Last Name :** DeBenedictis**Submission Content :** Greetings,

With a 60% population increase anticipated in Tacoma, how about connecting Tacoma to the rest of the regional system? I would love to be able to take light rail to the airport, or to Seattle.

Marie DeBenedictis

Sound Transit Long-Range Plan Update - RECORD #226 DETAIL**Submission Date :** 7/7/2014**First Name :** Reiner**Last Name :** Decher

Submission Content : The next steps for ST ought to be to actually reach some of the metro areas on the Eastside: Redmond, Kirkland, Woodinville and Renton. People live there now and people can be motivated by good transit to move there. To reach these outer locations, it might be good to take advantage of the existence of rail right-of-way and the ability to go single track for low cost. Modern control systems allow such operation to be safe until such time as demand justifies double tracking. That such methodology works as is well demonstrated in many places around the world and ST ought to look around and see how it is done. It saves money and develops the riding customer base.

226-1 | Reaching these communities should, in my opinion, be partially funded by the communities themselves. These communities should be held responsible for providing mobility other than roads, not only for the benefit of the planet but to provide real transportation options for the people who live there to reach places of employment, culture, shopping, etc.

226-2 | Before we get too far into planning for the long range future, it looks like the lack of long range planning in the past on the part of ST may in fact lead to the Eastlink being torpedoed. Bellevue's objection to the maintenance yard is likely to be substantial. Shame on ST for not coming forth on the need for this yard earlier and as part of the package of Eastlink. In particular, the development in the Spring District ought to have included the yard as a real possibility. Even now, ST could consider covering the yard and letting the development occur in the space above it with air rights. If Bellevue won't have it why not put it somewhere between Redmond and Woodinville before real estate prices and people living and established businesses there will blackball it there as well. The yard is needed and ST is not selling it very well as needed and rather benign in impact. Most of the space is used for train storage and not likely to generate much noise. I am sure that people imagine this yard to be like a freight rail shunting yard with noise activity day and night.

Please, ST use some imagination and don't always build the most expensive system that can do the job!

--
Reiner Decher
Prof. Emeritus
U of Washington,
Seattle WA
425-885-1305

mail address
5249-140th Ave NE
Bellevue WA 98005

226-1

Sound Transit's funding sources are established in state law at RCW 81.104. Changes to the funding structure would be possible with a change in state law; however; they are outside of the scope of the program considered in the Long-Range Plan Update SEIS.

226-2

The Link Operations and Maintenance Satellite Facility is currently being evaluated in a project-level Final EIS and is not the subject of this Long-Range Plan SEIS. Additional information on this project can be found on Sound Transit's website at:
<http://www.soundtransit.org/Projects-and-Plans/Link-Operations-and-Maintenance-Satellite-Facility>

Submission # 74

Sound Transit Long-Range Plan Update - RECORD #74 DETAIL**Submission Date :** 6/20/2014**First Name :** Karl**Last Name :** Dehm

Submission Content : I watch several buses a day run empty. This week one ran the HOV lane at approx. 70 MPH, (I was doing approx 62 in a semi.) He was out of service, and blew by me like I was Sunday cruising. Because of this I have a problem with all of you governmental agencies or private entities using government to finance your agendas. (The government is tax-payer funded. Which I happen to be one of.) If your programs are worth a plug nickel then they should run on their own, shouldn't they? Why do you need to keep asking drivers to shoulder the burden of financing your programs, whining when we don't fold to YOUR desires, and threaten to cut service (like we care). We are not the users of your service? Charge your users and quit making socialist programs that MAYBE work when times are fat but can't support themselves when times are down. When the economy falls, EVERYONE is trying to survive, why must I support myself and every other socialist public program that wants taxpayers to pay their way. PAY YOUR OWN WAY OR FOLD LIKE THE REST OF US!!!!

I don't work to support all this socialist crap. I would love to enjoy a little of my own labor without you lot stealing my pay.

Gear Grinder

Sound Transit Long-Range Plan Update - RECORD #110 DETAIL
--

Submission Date : 6/14/2014

First Name : Tom

Last Name : Delaney

Submission Content : TO WHOM IT MAY CONCERN:

Please consider placing an extension and station at Point Wells/Richmond Beach in the future. The development at Point Wells is slated to cause an increase of 11,500 vehicle trips per day in an already congested area. The population added to the area by the new development at Point Wells is high, with at least 6-10K added residential units on top of commercial space.

Thanks,
Tom Delaney
1021 NW Richmond Beach Road
Shoreline, WA. 98177

110-1

The Shoreline/Richmond Beach station is already listed as a representative project under the Current Plan Alternative (see Appendix A of the Final SEIS, Tables A-1 through A-6). These are projects that could be implemented along the corridors that comprise the Current Plan Alternative regardless of whether service is already in operation along those corridors. The list represents the types of projects or support facilities that could be implemented in the future if funding is available.

Sound Transit Long-Range Plan Update - RECORD #189 DETAIL

Submission Date : 7/10/2014
First Name : Andrew
Last Name : Dempsey
Submission Content : Hello,

I am a citizen that lives in Northeast Seattle.

1. I want the Sound Transit to study the Sand Point Crossing (Option "SP1")
 2. ST needs to complete the analysis on a floating rail bridge, floating tunnel, and suspension bridge from Sand Point to Kirkland to complete the analysis of the UW to Kirkland to Redmond study.

3. This could be linked up with other funding sources to include bicycle and walking access to this new crossing.

Andrew R. Dempsey
 Senior Loan Officer
 NMLS ID #698257

T: 206.389.4414<tel:206.389.4414>

M: 206.660.2382<tel:206.660.2382>

F: 206.621.2565<tel:206.621.2565>

E:

andrew.dempsey@homestreet.com<mailto:andrew.dempsey@homestreet.com>

W: <https://www.homestreet.com/person/andrew-dempsey>

[image001 (1)]

[image002 (2)]

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189-1

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

189-2

Sound Transit works cooperatively and in partnership with local jurisdictions to encourage pedestrian, bicycle, and transit access to facilities. Pedestrian and bicycle access at specific Sound Transit facilities would be analyzed at the project-level for those corridors that are implemented as part of a system plan.

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: JOHN S. DEWHIRST
 Address: 22311 98th Ave W
 City: EDMONS State: WA Zip Code: 98020-4539
 Email address: _____
☐ Please sign me up for project email updates

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Please provide your comments (use back or additional pages if necessary):

My major concern is the financing of this proposed phase. ST does not have the necessary funds to complete the current phase much less future phases. The current financial policies, mechanisms, federal grant assumptions, and revenue sources are not able to fund the construction of LRT to Lynnwood much less to Everett. Relying on sales tax, MVET and the other current taxes are approaching voter burn out and the accompanying resistance.

In addition, the subarea financing policies are starting to be more of a hindrance than help. They were more political than financial and have served their intended purpose. The time has come to develop new financial policies and revenue mechanisms. Funding by corridor, private sector financing, real estate development financing, and other types of financing must be investigated. There is a developing body of information from across the country of different and new funding for transit projects from Portland, Denver, San Francisco, Atlanta, and Florida among others.

I am also in favor of investigating the proposed Everett to Renton LRT alignment. Lake Washington needs to be ringed by LRT in the future. There was talk of such alignments in the early development of Phase 1, but due to political reasons they were dropped. Time is right to reintroduce such an alignment in the grand plan.

369-1

The Current Plan Alternative (see Figure 2-7 in the Final SEIS) includes potential light rail corridors H - Lynnwood to Everett and D - Renton to Lynnwood along I-405. Together these two corridors would provide a connection between Everett and Renton.

Sound Transit Long-Range Plan Update - RECORD #211 DETAIL
--

Submission Date : 7/8/2014

First Name : Derek

Last Name : Dexheimer

Submission Content : Hello,

211-1

I am writing to request review of an east-west light rail option the Seattle Subway is calling Option A4, or the Ballard Spur. This proposed Sand Point crossing would provide a Microsoft to Ballard one-seat connection that would take 30 minutes even in rush hour. This is the most attractive option by far, mirroring my experiences in transit-friendly cities like Boston and New York.

Please formally consider this route in your planning.

Thank you,
Derek Dexheimer
1211 S Lucile St #C
Seattle WA 98108

--
Derek Dexheimer
dex3703.wordpress.com<<http://dex3703.wordpress.com/>>
@dex3703

211-1

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #71 DETAIL**Submission Date :** 6/20/2014**First Name :** Steve**Last Name :** Dickerson

Submission Content : In looking at the flyer I received in the mail concerning Sound Transit's plans I am disappointed in the fact that ST still has no plan to provide any commuter transit on the East Side. With the current 405 nightmare this corridor between Renton and Everett I have to wonder why nothing is being proposed to try can correct this mess. Current commute times between Kirkland and Renton typically run anywhere from 1.5 to 2.5 hours during the commute hours. Currently there isn't even buss service to serve this route. It seems as though if you aren't on the Seattle side of Lake Washington you are just out of luck.

71-1

The flyer referenced in the comment showed only those light rail projects in operation, in design, or under construction. These are the projects that were approved for funding through *Sound Move* and Sound Transit 2 ballot measures. Sound Transit's Regional Long-Range Plan, on the other hand, is a financially unconstrained long-range vision that is much broader in scope. The Long-Range Plan does in fact include high-capacity transit on the East side. As described in the Final SEIS, the Current Plan Alternative (see Figure 2-7 in the Final SEIS) includes both rail and bus rapid transit corridors on I-405 and the Eastside Rail Corridor.

Sound Transit Long-Range Plan Update - RECORD #519 DETAIL**Submission Date :** 7/25/2014**First Name :** Tim**Last Name :** DiMarco

Submission Content : Hello Sound Transit,
 I want to ask that you please include a West Seattle Light Rail solution as part of your planning for Sound Transit. At one point we were going to have the monorail extended out here and we started to feel like we were part of the city. That fell through and now we feel abandoned again. Please extend light rail to West Seattle.
 Thank you.
 Tim

Tim DiMarco
 Regional Account Manager

206.755.5333 (DIRECT)
 951.551.3623 (MOBILE)
www.CassidianCommunications.com<<http://www.CassidianCommunications.com>>

519-1

The Long-Range Plan Update SEIS evaluates several light rail/high-capacity transit corridors in the West Seattle and Burien areas. For example, the Potential Plan Modifications Alternative (see Figure 2-9 in the Final SEIS) includes a light rail corridor between downtown Seattle and West Seattle (corridor 2) and a light rail or bus rapid transit corridor from Tukwila to Burien to downtown Seattle via West Seattle. The Sound Transit Board could potentially add these corridors to the Long-Range Plan as part of the Long-Range Plan update process. Please see Chapter 2 of the Final SEIS for the location and description of these corridors.

In addition, this area was also studied in even greater detail as part of the South King County High-Capacity Transit Corridor Study. This study can be viewed online at:
<http://www.soundtransit.org/projects-and-plans/high-capacity-transit-corridor-studies>

Long-Range Plan Draft Supplemental Environmental Impact Statement

Comment Form



Name: Lynn Di Nino

Address: 2313 N. 29th St.

City: TACOMA State: WA Zip Code: 98403

Email address: —

☐ Please sign me up for project email updates

Sound Transit has prepared a Draft Supplemental Environmental Impact Statement (SEIS) to update the regional transit Long-Range Plan. The Draft SEIS evaluates alternatives for expanding the regional high-capacity transit system after currently-funded projects are complete in 2023. Sound Transit invites you to review and comment on the Draft SEIS. Your comments will help the Sound Transit Board identify public priorities for future services and destinations. **All comments are requested by July 28, 2014.** Comments received by that deadline will be responded to in the Final SEIS, expected Fall 2014.

Please provide your comments (use back or additional pages if necessary):

I'm guessing this mtg. is just pro-forma and
our comments mean nothing - In one more
Tacoma person incredulous that WE don't already
have light rail to the airport. ~~How~~ How
lame!

Also, I regularly take the 594 to Seattle,
all hours. I value this service and like
many others testifying tonight - I'm wondering why
more buses aren't added when they are most often
packed (not just at commu~~te~~te commute time)

Please put the service where the customers
already are!

324-1

Increasing service of ST Regional Express Route 594 has been added as a representative project to the Current Plan Alternative in Appendix A.

324-1

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: Lynn Di Nino
 Address: 2313 N. 29th St
 City: Tacoma State: _____ Zip Code: 98403
 Email address: _____
☐ Please sign me up for project email updates

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Please provide your comments (use back or additional pages if necessary):

574: why the heck doesn't the bus that goes to the AIRPORT every day, NOT have a bus design that accomodates SUITCASES!

- 1) aisles too skinny
- 2) three tight stairs onto bus
- 3) no storage area for the suitcases

325-1

Please see the response to common comment 24 - Not related to SEIS in Section 5.3.6 of Chapter 5 of this Final SEIS.

230-1

Please see the response to common comment 17 - Feeder bus service in Section 5.3.4 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #230 DETAIL
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Submission Date :	7/7/2014
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First Name :	Sid
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Last Name :	Dinwiddie
--------------------	-----------

Submission Content :	After reviewing the long range plan, I have one comment - How do local bus networks feed passengers into this plan?
-----------------------------	---

I have lived in the San Francisco area. their system is effective for the areas where local feeder service brings commuters to the primary people moving system. In area where the feeder system is insufficient, the primary systems are under used and traffic congestion is still a major problem.

I am very concerned with the recent reduced basic city bus services. The focus on major systems without the required support feeders is wasting money! A review of the existing light rail shows it is not carrying nearly as many passengers as it should. The problem is the primary system service area is severely limited by the lack of sufficient feeder bus service.

Get this right and we all benefit. Continue to mess it up and you will see public support fade away.

Sid Dinwiddie
Puyallup, WA

230-1

Sound Transit Long-Range Plan Update - RECORD #40 DETAIL**Submission Date :** 6/22/2014**First Name :** Thomas James**Last Name :** Dodgson**Submission Content :** Hello,

40-1 | I would like a sound transit line going West to East starting at the new Sounder Station at 65th and Shilsho Bay and ending at Magnusson Park boat launch.

First stop would be Ballard High school on 65th.

Next stop would be 65th and Greenwood.

Next stop would be 65th and Green Lake.

Next stop would be lite rail station at Roosevelt.

Next stop would be Magnusson Park and 65th where the new boat launch is.

The mayors of Kenmore, Waned Beach and Kirkland have been talking about resurrecting the mosquito fleet going to the boat launch at Magnusson Park.

This will work fine until a tube can be built, out of the concrete from the old 520 bridge, that will go from the park to Kirkland.

From Kirkland it will go up the hill to the hospital.

From there it will go to connect with the other lite rail line at Microsoft.

40-2 | The people in Ballard got screwed with the monorail fiasco and deserve a rail line.

40-3 | The 4 way hub at Roosevelt, will have an underground mall, if you contact the developers there before they build.

This would also help you obtain your density requirements for the state.

Thomas James Dodgson

GO HAWKS

40-1

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

40-2

Please see the response to common comment 1 - General Ballard in Section 5.3.1 of Chapter 5 of this Final SEIS.

40-3

The Northgate Link Extension is currently under construction, including a station at Roosevelt. The target date for service is 2021.

Sound Transit Long-Range Plan Update - RECORD #523 DETAIL
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Submission Date :	7/25/2014
--------------------------	-----------

First Name :	Jane
---------------------	------

Last Name :	Donald
--------------------	--------

Submission Content :	Hello,
-----------------------------	--------

I IOVE Sound Transit. Great buses! Efficient service! Always clean and orderly. No drama! Oh, I like that. And FAST! I can get somewhere fast!

I LOVE the Sounder Train as well. Fantastic. Can we get more service like this? There are so many railroad tracks, it seems like it would not be that hard????

**PLEASE, will someone PLEASE get a FAST, efficient bus from downtown to Aurora Village area.

I know we have Rapid Ride, but honestly, it is not as fast as many of us hoped. It takes about an hour, which is way too long.

THANK YOU for all the improvements you are making and the great job you are already doing.

J Donald

523-1

As part of the Current Plan Alternative, two potential rail extension corridors are evaluated in the SEIS with the assumption that they would be for commuter rail service: 1) Corridor I from Lakewood to DuPont along existing tracks, and 2) Corridor J from Renton to Woodinville along the Eastside Rail Corridor. Please see Figure 2-7 in the Final SEIS.

523-2

The SEIS evaluates a BRT corridor along SR 99 from downtown Seattle to Everett that would provide service to the Aurora Village area. This corridor is included as part of the Current Plan Alternative. Please see Figure 2-7 in the Final SEIS.

Long-Range Plan Draft Supplemental Environmental Impact Statement

Comment Form



Name: M J Donovan - Greener

Address: 2616 Baker Ave

City: Everett, State: WA Zip Code: 98201

Email address: _____

☐ Please sign me up for project email updates

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Please provide your comments (use back or additional pages if necessary):

I understand that the preferred route for Light Rail / Everett is direct to Paine Field - which costs a lot more -

I think this (Paine Field goal) is predicated on Boeing being here for the next 30 yrs + beyond - If the CEO of Boeing / Chicago had his way Boeing would be moved to East coast to get away from the unions in the Puget Sound Area - How much more do the citizens of WA State have to pay for Boeing's ~~presence~~ ^{presence} in this area -

MJ

354-1

At this time, the Sound Transit Board has not made any decisions regarding a preferred route for rail to Everett. Your comment regarding a route to Paine Field is noted.

354-1

Sound Transit Long-Range Plan Update - RECORD #7 DETAIL

Submission Date : 6/21/2014
First Name : David
Last Name : Dorais
Submission Content : ST Planner--

- 7-1 | 1) You should pressure Metro to engage in Serious long range planning that
 7-2 | a) Creates feeder bus routes into each and every ST light rail station that are
 oriented east-west (Elliot Bay the Lake Washington) rather than north-south
 b) You should get MORE serious about grant writing to UMTA at US DOT for
 accelerated route construction funding- an Obama administration
 infrastructure priority c) Until solid permanent funding is found for current or
 future routes- despite current funding crisis, you should NOT expand ever
 again until that funding is written into law or charter or taxing authority.
- 2) Suggested east-west feeder routes can be circular, square, rectangular,
 oval or figure eight as a flexibility towards terrain- glacial terminal moraines--
 constraints.
- 7-3 | 3) the current Metro bus shelter at Northgate Transit Center is an ugly non
 functional piece of crap, more concerned with satisfying some artist's ego
 than in sheltering patrons from wind, rain and snow. PLEASE don't make that
 mistake with the Northgate Light Rail Station facade. There is still time to fix
 any non functional stupidity. And a updated reader board for Metro/ST should
 be installed at Northgate.
- 7-4 | 4) ST should study the construction and eventual retrofit/upgrade of all
 trackage to magnetic levitation technology, and investigate the Elon Musk
 proposal for vacuum tube trains.
- Sincerely Yours,
 --Dave
- David T. Dorais, BSCE,EIT.
 (former Assist. Traffic Engineer, Snohomish Co.-1979-80)
 Project Astro volunteer in local schools.
 BSA Aurora District Nova Program Lead.
 NASA/JPL Solar System Ambassador for 2014.
- 14396 30th Avenue Northeast, Apt. 213,
 Seattle, WA 98125-3552
 daviddorais@yahoo.com,
 206 601 4146 cell.
- Clear Dark Skies, Good Seeing,
 Carpe Noctem, Ad Astra per Aspera,
 Sic Itur Ad Astra, De Libertas Quirkas,
 Your Space Cowboy Wrangler of Nebulae

7-1

Please see the response to common comment 18 - Integration with local transit providers in Section 5.3.4 of Chapter 5 of this Final SEIS.

7-2

Sound Transit partners closely with the U.S. Department of Transportation Federal Transit Administration (FTA) in funding of the agency's projects.

7-3

Please see the response to common comment 24 - Not related to SEIS in Section 5.3.6 of Chapter 5 of this Final SEIS.

7-4

Please see the response to common comment 21 - Alternative technologies - General in Section 5.3.4 of Chapter 5 of this Final SEIS.

Submission # 93

Sound Transit Long-Range Plan Update - RECORD #93 DETAIL**Submission Date :** 6/17/2014**First Name :** Craig**Last Name :** Dougherty**Submission Content :** ANYTHING TRANSIT RELATED IS OVERFUNDED AND OVERHYPED.

TELL DOW CONSTANTINE HE IS A PIECE OF WORK AND AN IDIOT OF THE FIRST ORDER.

HE WANTS TO RUB THE NOSE OF THE PUBLIC AND IGNORE THE RESULTS OF THE PEOPLE SPEAKING LOUD AND CLEAR ON PROP ONE--WELL HE IS A SPOILED CHILD FROM THIS VANTAGE POINT.

HE IS NO DIFFERENT THEN METRO AND SOUND TRANSIT..OVERFUNDED AND OVER PAID IN MANAGEMENT. YOU ALL SHOULD BE ASHAMED OF THE TAX PAYER MONIES YOU SQUANDER DAILY TO FOIST THIS GARBAGE ON THE PUBLIC !!!

YOU NEED TO BE CUT IN HALF !!!YOU NEED TO HAVE ANY TAXPAYER VOTE TAKEN AWAY FOR FUNDING. IF YOU CANNOT RUN IT FOR PROFIT, YOU SHOULD NOT BE RUNNING IT AT ALL !!!!

Sound Transit Long-Range Plan Update - RECORD #28 DETAIL**Submission Date :** 6/20/2014**First Name :** Ward R**Last Name :** Drennan**Submission Content :** I took your survey about sound transit which asked specific routes that would be most desirable. Most people will select routes that will be useful to them, which will give sound transit and some idea of how many people want what.

28-1 | However, taking a more global view, I believe the metropolitan areas will develop around stations. Shoreline, for example, is surely making plans to rezone higher density near the stations. One thing that's troubling to me is that there is no specific light rail proposal on the table across SR520. This seems like a no-brainer to me, connecting the UW with Bellevue & Renton (MS and others). It's listed for "high capacity transit", and I believe this should definitely be light rail. Other than that, the long range plan looks quite consistent with what I would propose.

28-2 | 1) Connect Issaquah to Ballard via Bellevue, SR520 & UW. It would be nice to have a single east-west line, so people don't have to change trains 2 times from Issaquah to get to Ballard.
28-3 | 2) Connect Everett to Tacoma via Seattle (I5), much overlapping the existing routes in progress with possible extension to Olympia.
3) Connect Lynnwood to the Airport via I-405, Kirkland, Bellevue & Renton.
4) Extend Seattle to West Seattle: Connecting West Seattle to Issaquah, via Seattle and I90, this includes existing planned route over I-90 and overlaps #1 route listed. It would be possible to have two routes on the same line originating in Issaquah-> Issaquah to Seattle/West Seattle & Issaquah to Ballard. One thing that's really hard to do in the city is travel east-west.

28-4 | Another issue is parking near stations--- for example the proposed lots in Shoreline at 500 spaces is likely to be too small to accommodate all who would like use the service. Multi-level, larger lots would increase ridership and allow for increased usage with population growth and population living further than walking distance from the stations.

Ward R. Drennan, Ph. D.
VM Bloedel Hearing Research Center
Department of Otolaryngology
University of Washington Box 357923
Seattle, WA 98195
Office: (206) 897-1848
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28-1

High-capacity transit (HCT) along this corridor could be light rail or bus rapid transit but a particular mode has not yet been determined.

28-2

Figure 1-1 of the Long-Range Plan SEIS shows the Sound Transit District boundary, which defines the agency's service area as established by state law. Olympia is located outside of the current Sound Transit District boundary. Sound Transit must follow legislatively mandated steps before annexing areas into the Sound Transit District or extending services beyond the current district boundary. Extensions of service can occur without changing or annexing the district boundary. The Final SEIS summarizes the process and requirements in Sections 2.5.1 and 2.5.2.

The Long-Range Plan Update SEIS does acknowledge that some areas outside the district boundary could be considered reasonable locations for extending high-capacity transit service. As noted in Section 2.5 of the Final SEIS, Olympia is one of the locations listed as a reasonable location for extending HCT service outside of the PSRC urban growth area both with an existing rail corridor near the Sound Transit District.

28-3

Figure 1-1 of the Long-Range Plan SEIS shows the Sound Transit District boundary, which defines the agency's service area as established by state law. Olympia is located outside of the current Sound Transit District boundary. Sound Transit must follow legislatively mandated steps before annexing areas into the Sound Transit District or extending services beyond the current district boundary. Extensions of service can occur without changing or annexing the district boundary. The Final SEIS summarizes the process and requirements in Sections 2.5.1 and 2.5.2.

The Long-Range Plan Update SEIS does acknowledge that some areas outside the district boundary could be considered reasonable locations for extending high-capacity transit service. As noted in Section 2.5 of the Final SEIS, Olympia is one of the locations listed as a reasonable location for extending HCT service outside of the PSRC urban growth area both with an existing rail corridor near the Sound Transit District.

28-4

Please see the response to common comment 16 - Increase parking availability at HCT stations in section 5.3.4 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #428 DETAIL**Submission Date :** 7/28/2014**First Name :** Phillip**Last Name :** Duggan**Submission Content :** I agree with a lot of the information that has been discussed recently on SeattleTransitBlog and SeattleSubway and wanted to add my voice to the discussion.

- 428-1 | 1. Please look at alternative rail options. People won't be able to tell the difference since they will be entirely separate lines. And I think it would be amazing for long-term costs and flexibility to have driverless rail technology.
- 428-2 | 2. Please focus on on grade-separated lines everywhere you possibly can.
- 428-3 | 3. It seems like it makes sense to separate the downtown tunnel from the West Seattle corridor in the planning. The tunnel needs to get built no matter what for future expansion and West Seattle isn't going to be the sole destination in the long run.
- 428-4 | 4. It looks like the 2035 projections are inaccurate, especially for Ballard. We need to make sure we take our growing density into account to help us get grants to support building more faster and sooner.
- 428-5 | 5. Slightly off topic (maybe?) but I think a NE 130th station needs to continue being looked at for the Lynnwood Link section. Long-term this provides the best possible east-west connections and I think it could support a future streetcar connecting Lake City, Pinehurst, the NE 130th St station, Haller Lake, Aurora, and Bitter Lake in very direct and short link. I've heard a lot of interest in the neighborhood for this.
- 428-6 | 6. The Ballard Spur "A4" line looks best for the Ballard to U-District study.
7. It seems like the Sand Point Crossing is worth at least studying.

Thanks,
Phillip Duggan

428-1

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

Please see the response to common comment 21 - Alternative technologies - General in Section 5.3.4 of Chapter 5 of this Final SEIS.

428-2

Please see the response to common comment 22 - Provide grade-separated transit in Section 5.3.4 of Chapter 5 of this Final SEIS.

428-3

Please see the response to common comment 15 - Use updated population and employment projections in section 5.3.4 of Chapter 5 of this Final SEIS.

428-4

The NE 130th Street station is a potential station location under consideration in the ongoing project-level Final EIS for the Lynnwood Link Extension project. A final definition of the route and stations for this project will be made after environmental review is complete in 2015.

428-5

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

428-6

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #161 DETAIL**Submission Date :** 7/2/2014**First Name :** Billy**Last Name :** Duss**Submission Content :** Because it was not in the latest long-range Sound Transit survey, I wanted to email you directly in support of adding the missing stop at Graham Street along the Central Light Rail Station

Establishing the missing Graham station would be a huge assistance to the community in many ways. First, it would provide a necessary link to the communities living between the Columbia City and Othello stations. These stations are placed about two miles apart, making Link inaccessible to many people living between the two stations. Second, the intersection of Graham and MLK Blvd is already a thriving commercial area which would be able to support the stop. At that intersection there are multiple family owned business which cater to the community, a grocery store, a bakery, and a place of worship. All of these, along with the Aki Kurose Middle School and the increasingly vocal neighborhood support for the Graham street station would provide an increased ridership on Link, and increased access to the valuable community resource the Central Link Light Rail line is proving to be.

I strongly urge Sound Transit to re-institute the missing Graham Street station and look forward to the continued discussions revolving around this missing community asset.

Sincerely,

Billy Duss

161-1

Please see the response to common comment 14 - Projects in Current Plan that were deferred in Section 5.3.3 of Chapter 5 of this Final SEIS.

The S Graham Street station is already listed as a representative project under the Current Plan Alternative (see Appendix A of the Final SEIS, Tables A-1 through A-6). These are projects that could be implemented along the corridors that comprise the Current Plan Alternative regardless of whether service is already in operation along those corridors. The list represents the types of projects or support facilities that could be implemented in the future if funding is identified.

Sound Transit Long-Range Plan Update - RECORD #365 DETAIL
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Submission Date :	7/23/2014
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First Name :	Tony
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Last Name :	Easterlin
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Submission Content :	Hello,
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365-1

Is there a place where I can find the proposed addresses for the future stations to be added to the Link Light Rail?

Thanks,

Tony

365-1

Those portions of the Link light rail system funded by Sound Transit 2 are currently under various stages of project development. For more information on these projects, including information on the location of stations (or potential station locations), please see Sound Transit's web site at: <http://www.soundtransit.org/Projects-and-Plans/Find-a-Project>

425-1

As discussed in Section 2.3.2 of the Final SEIS, the Current Long-Range Plan Alternative includes extending light rail service to Tacoma (Corridor A) and from Lakewood to DuPont with commuter rail service (Corridor I). The Potential Plan Modifications Alternative also includes light rail from downtown Tacoma to DuPont (Corridor 6). Other corridors such as Corridors 5, 16 and 17 connect to other cities such as Lakewood, Parkland and Steilacoom.

Sound Transit Long-Range Plan Update - RECORD #425 DETAIL
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Submission Date :	7/28/2014
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First Name :	Tom
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Last Name :	Ebenhoh
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Submission Content :	<p>Sound Transit Team: Appreciate the opportunity to respond and complete the survey.</p> <p>At top of my recommended priorities is expanding the rail//commuter opportunities along the I-5 Corridor into the South Sound - Tacoma/Dupont. This would definitely help with the considerable traffic congestion. Second priority would be use of transit/rail connecting those cities off the Corridor (ex., Lakewood-Parkland).</p>
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Thank you - again
Tom
Tacoma, WA

Submission # 514

Sound Transit Long-Range Plan Update - RECORD #514 DETAIL
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Submission Date : 7/25/2014

First Name : Kjersti

Last Name : Egerdahl

Submission Content : Hello - I want to share my support for the Seattle Subway comments on the long-range plan. They have some great ideas for Seattle's future!

My best,
Kjersti Egerdahl
1727 14th Ave. Apt. 8
Seattle WA 98122

Submission # 200

Sound Transit Long-Range Plan Update - RECORD #200 DETAIL

Submission Date : 7/9/2014

First Name : Mark

Last Name : Elster

Submission Content : So-called rapid transit programs proposed are based upon the following false premises:

- * Congestion will be reduced (other than ordinary bus routes, so-called mass transit moves fewer people than alternatives)
- * Energy will be saved (when full, buses are more efficient, but unfortunately no route system can produce consistently full buses, since the cost of trains cannibalize other forms of more efficient transit and reduce highway funding energy is wasted in gridlocked traffic, fewer buses are routed, etc.)
- * CO2 emissions will be reduced (idling traffic, whether buses or cars create more pollution, and since buses are too empty for much of their miles, they pollute more than a single driver modern car typically)
- * Needy citizens with lower or poverty level incomes will benefit along with other income groups (since wealthier individuals benefit most from trains and other more expensive transit projects by heavy subsidization, other forms of transit are reduced which disproportionately impacts the poor)
- * More customers will be served or ridership levels will go up (trains in particular serve fewer people than buses, and as seen above, trains are paid for at the expense of fewer buses and fewer road improvements)
- * More jobs will be created than lost (government enterprises are inefficient and misallocate taxpayer dollars due to political reasoning that always trump economic reasons with a net loss of jobs in the long run)
- * The local economy will benefit from increased mobility and productivity (since mobility is reduced productivity and economic output will be reduced)

These programs typically benefit a small percentage of taxpayers who tend to be employed and relatively well off at the expense of those who are poorer (and ironically have more need for bus transit than wealthier individuals) and at the expense of the larger majority of taxpayers, who utilize roads for driving private automobiles, because they suffer ever decreasing access to the roads they are paying for due to congestion and the lack of road improvements that could and should have been made if taxpayer funds had not been misallocated to various transit programs.

These so-called transit programs are wasteful (it is simply true that government programs are wasteful when compared to private enterprise options) and benefit individuals who do not require subsidization support typically. These systems do not move more people than alternatives, in fact they have the unintended consequence of moving fewer people and contributing to congestion (usually because of displacing lanes or exhausting funding that should have gone to capacity improvements and because they cannibalize funds that would have gone to ordinary bus transportation).

The cost to society of moving a small number of privileged people is too high per seat mile when compared to more reasonable alternatives. They are also less efficient at moving people than many other forms of transportation including private automobiles (in particular because of rigid schedules and routes that always result in too many empty seats to be self sustaining and energy efficient).

Numerous claims by politicians and bureaucrats that these projects create jobs and stimulate the economy always neglect that these limited benefits must always come at the expense of other people's jobs and economic

Submission # 200

activity and must necessarily result (because government entities are always so inefficient) in a net loss in jobs and economic benefits. Its just that these larger losses to the community are never accounted for or documented.

I couldn't find a copy of the draft EIS on your website to confirm my suspicion that alternatives were not fully explored by excluding doing nothing as an alternate and considering that non-transit solutions may be better. I also expect that factual and honest appraisals of both the seen and unseen costs of the project are not accounted for in evaluating the plan. For instance, does the plan explore privatizing some highways as has been done on the east coast, or what about congestion pricing to better allocate lane use in parallel with construction of new lanes and roads?

As a taxpayer I am frustrated that bureaucrats have decided that it is in my best interest that existing traffic lanes be cannibalized for dedicated bike lanes and bus lanes that move exponentially fewer people—resulting in severe congestion, reduced commerce, liberty and the freedom to circulate on roads I have paid for.

Mark Elster

Long-Range Plan Draft Supplemental Environmental Impact Statement

Comment Form



Name: Bruce Coughlin Jr.
 Address: 17511 27th Avenue NE
 City: Marysville State: WA Zip Code: 98271
 Email address: saundersb-vec@gmail.com
☐ Please sign me up for project email updates

Sound Transit has prepared a Draft Supplemental Environmental Impact Statement (SEIS) to update the regional transit Long-Range Plan. The Draft SEIS evaluates alternatives for expanding the regional high-capacity transit system after currently-funded projects are complete in 2023. Sound Transit invites you to review and comment on the Draft SEIS. Your comments will help the Sound Transit Board identify public priorities for future services and destinations. **All comments are requested by July 28, 2014.** Comments received by that deadline will be responded to in the Final SEIS, expected Fall 2014.

Please provide your comments (use back or additional pages if necessary):

~~Issue~~ Please provide a timeline/possible plan for the extension of ST Express bus service after a possible light rail line is opened (Wood Everett-Seattle service continues as is, or be truncated to Lynnwood's 2023? A potential extension of the same service north on I-5 to Marysville (yet to be in the funding stream) would be the most logical step.

329-1

Please see the response to common comment 17 - Feeder bus service in Section 5.3.4 of Chapter 5 of this Final SEIS.

Please see the response to common comment 11 - Providing HCT service to areas outside the current Sound Transit District boundary in Section 5.3.3 of Chapter 5 of this Final SEIS.

While Marysville is located outside of the Sound Transit District Boundary (see Figure 1-1 of the Final SEIS), the SEIS notes in Section 2.5 that Marysville would be a reasonable location for extending HCT service within PSRC's urban growth area. In order to do so, Sound Transit must follow legislatively mandated steps as described in Section 2.5 and which include reaching agreements with local government agencies on how such extensions would be funded through intergovernmental partnerships.

329-1

Sound Transit Long-Range Plan Update - RECORD #121 DETAIL
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Submission Date :	6/14/2014
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First Name :	Betsy
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Last Name :	Ercolini
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Submission Content :	I just completed the new survey. However, I commute between Bellevue and Seattle (West Seattle technically). You asked a million questions about various plans but none between Bellevue & Seattle. Why no transit plans between these?
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betsy

121-1

Light rail between Seattle and Bellevue was not specifically called out because it is already included in Sound Transit 2 and is currently being designed. Once design is complete, construction will begin. The East Link Extension will give riders a fast, frequent and reliable connection from the Eastside's biggest population and employment centers to downtown Seattle, Sea-Tac Airport and the University of Washington. Ten stations will serve Seattle, Mercer Island, Bellevue, Bel-Red and Overlake in Redmond. Service is targeted to begin in 2023.

In terms of light rail service to West Seattle, the Downtown Seattle to West Seattle/Burien corridor is included in the Potential Plan Modifications Alternative evaluated in this SEIS as corridor 2.

Sound Transit Long-Range Plan Update - RECORD #362 DETAIL**Submission Date :** 7/23/2014**First Name :** Patrick**Last Name :** Estabrook**Submission Content :** To Sound Transit and their Board of Directors,

I write to you as a citizen of Seattle, West Seattle, High Point CRA. First, I want to commend this agency for getting Light Rail built and moving, even though it has taken too long in my opinion to get where we are today, and doesn't currently benefit me in any way, shape or form.

I hope my words will help you see that West Seattle needs to be on this funding package, with more than just a line to the Alaska Junction (with a promise of future extension) that will underserve more than just the citizens of West Seattle, but also White Center, Burien and those that live on Vashon Island. If this line sadly only goes to the Alaska Junction, when do you propose to get to that possible future extension? 2040? 50? When Seattle hits a population of over 700k? 750? You would have to outlaw cars and make everyone take buses for that to work and it won't.

I see that there has been extensive Light Rail corridor study on Ballard to Downtown and also a Ballard Spur to the U-District. Where has West Seattle been in all of this study? Forgotten yet again and it's high time that stops. And before you say that there is a survey and I should take it, I already have.

If you take the CRAs from 2010 for West Seattle (I did not include South Park as I figure they won't want to bus up to White Center for Light Rail when a straight shot will get them downtown quicker), White Center, Burien and Vashon Island, you come up with a population of 160,181. By comparison, Ballard and its surrounding environs total only 141,152 (I split the communities down the middle since those North and South of Green Lake will already have an option with the Northgate line looking to be more accessible), with Ballard as a focal point only has a population of 6,739. That doesn't seem to me like the numbers favor a line to Ballard, let alone a line from Ballard to U-District, or both without even getting Light Rail to West Seattle. I don't know how you get your numbers, but the way I see it, if you have more population over all, and you divide that in half (commuters) and take a percentage of those who will take Light Rail instead of slow buses or drive and get stuck in traffic, you end up with higher ridership. What I don't understand is all the people saying that 'West Seattle doesn't need Light Rail, it's fine with buses and that should be enough for them (us). Bus infrastructure should be improved.' adding HOV lanes and on/off ramps to the Bridge. Where might those be put and actually benefit anyone? Got a magic wand? It was attempted with Rapid Ride and it failed miserably in my opinion. You say lines need to be cost effective and I totally understand that. However, if West Seattle is so non-cost effective as a lot of people claim it to be already, when will it be cost effective??? Sometimes you just have to do what is right. The Ballard Spur is not that option. This funding package is for Light Rail that won't even begin to be built until after the lines to Northgate and Federal Way are completed. So we are looking already at 2030 (?) before any potential Light Rail will be running in West Seattle. In my opinion, that is very sad and far too long to wait, but having lived here my entire life, I know what Seattle is like. Have to ask everyone's opinion so that it drags on and on until the general public tires of it and votes it down (Monorail)...we in West Seattle and those in Ballard would be riding that right now if we had just stuck to our guns and built the damn thing!

As it currently stands, commute time traffic is a nightmare that buses do nothing to alleviate. They only add to the congestion of the West Seattle Bridge chokepoint getting on Eastbound and using the antiquated on ramp from Eastbound to Northbound on 99. Couple this with the fact that once the Viaduct is gone (long before any Light Rail is a remote possibility for West Seattle) I can see traffic from West Seattle to Downtown and back and an utter stand still on a daily basis. Even before this is built, Metro buses will have to exit at the stadiums and travel through surface streets only adding to

362-1

Please see the response to common comment 6 - General West Seattle in Section 5.3.1 of Chapter 5 of this Final SEIS.

362-1

a commute time that is already dreadfully slow. Coming home in the afternoon, the fight with traffic downtown just to get a bus through the city and on to the Viaduct is sketchy at best. Third Ave 'Busway' is a joke when you don't have the right of way and have to stop at practically every intersection. Columbia St is currently the entrance to the Viaduct but that will be gone causing even more surface street gridlock. Dedicated bus lanes do not work now and they won't work in the future when you have cars that need to turn at the next corner and wait for pedestrians to cross' thus slowing down the buses, or as in the instance of the West Seattle bridge, just drive all the way across it in the bus lane. I see that daily. If the weather is bad (all it takes is rain and well, we know where we live), there is a stall or an accident on the bridge, 99 or I-5, you can forget about getting to work or home on time. It is just one big choke point that only Light Rail can solve.

Metro Rapid Ride (frequent, but not rapid in my opinion) and the Metro Express lines from West Seattle are inadequate now, and will only get worse. I, myself, won't be voting yes for their funding package as it tacks too much burden on the low and middle income citizens of Seattle, of which I am one. Also, attempting to add STExpress buses to Downtown (if that is on your radar) will be a huge fail even before it begins. Rapid Ride has been a huge mistake and those funds would have been much better served for Sound Transit and Light Rail. I know that my tax dollars are better served for Light Rail, especially for myself with a Light Rail Line to West Seattle and south to White Center, Burien and maybe around to Sea-Tac and on to Renton as one of your options studied was proposed. The numbers are very misleading, people throwing out an \$8B price tag for West Seattle, but that includes the line all the way to Renton from what I saw in your proposals.

I do hope you break down the actual costs of a line to West Seattle and don't feed folks the total cost so they get scared and run away. What will it actually cost to build the stations and tunnel in West Seattle? Don't include the cost of the new downtown tunnel. You need to build that anyways and shouldn't be tacked on. If you are planning on building a line to Ballard, you shouldn't include the cost of the tunnel in the West Seattle portion (and vice-versa if West Seattle had been heavily studied options and the betrothed one, with Ballard on the outside looking in) as it only detracts from the actual cost of West Seattle. If it costs today, it will only cost more tomorrow. and if the cost is so high, why don't we have driverless trains to keep those costs to a minimum? The lines that will benefit the most riders are West Seattle and Ballard, not the Ballard Spur. The Spur only looks to be in the running because it is 'cheap.' Heck, now you even have folks talking about another Lake Washington crossing from that Ballard Spur. I'm sorry, but that doesn't fly with me and I am certain a lot of folks will only continue to sour on your proposals and funding will dry up because voters will vote no. I can already see that happening with this package. The only line that would benefit anyone outside the city limits of Seattle is a West Seattle line, south to Burien. I'm personally fed up with being taxed with nothing to my benefit to show for it and it will take a lot from you for me personally to support anything less than a fully grade separated line to West Seattle.

In a perfect world, Forward Thrust would have passed, we would have an extensive subway system in the Seattle Metropolitan area and you wouldn't need to be begging for funding or asking us our opinion. But it didn't and here we are. While I would personally not be happy with a line only to the Alaska Junction (out of curiosity, where is the potential stop point for Light Rail north to Ballard? 15th and Market? Make those north bus to the stop just like a new proposal for West Seattle would make its citizens to as well?) I would begrudgingly vote for it. I don't expect light rail to be built to come to my door step, but in missing out on High Point, Westwood and White Center, you are severely underserving a huge minority population and lower income folks as well. I will walk if there is a Morgan Junction stop or take a quick shuttle to Alaska Junction to catch Light Rail. It certainly beats the alternative of buses getting stuck in horrendous gridlock daily. You need to focus on getting folks to and from Downtown to West Seattle and Ballard quickly. The Ballard Spur would do neither. In essence, it is a cheap way out at the current time and should be tabled until later when ST has actually fulfilled

promises.

Thanks for your time and I look forward to a response from you. I will keep sending this until I get a non-automated reply.
Patrick Estabrook

Sound Transit Long-Range Plan Update - RECORD #288 DETAIL
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Submission Date :	7/8/2014
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First Name :	Benjamin
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Last Name :	Ethier
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Submission Content :	The sand point crossing and the Ballard spur are the best options to cross Lake Washington from North Seattle to Kirkland and beyond. It creates great connections regionally, and makes for the best transfer system possible by preventing interlining, thereby keeping each line's maximum capacity available.
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288-1

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #467 DETAIL
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Submission Date :	7/30/2014
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First Name :	Sharon
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Last Name :	Evans
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Submission Content :	<p>We are residing at our daughter's rental at 707 NE 180 St. Shoreline. I just want to know if there is a future in this place. We have put over \$20,000 in improvements to this place and want to improve the neighborhood. BUT I see too much BLIGHT when all the announcements are made regarding the Sound Transit goals. Are we wasting money? We are edging our 70's now so don want to waste our \$\$\$\$</p>
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Regards,
Sharon Evans

467-1

Sound Transit is in the process of completing project-level reviews for the Lynnwood Link Extension project from Northgate to the Lynnwood Transit Center. The preferred alternative selected by the Sound Transit Board in November 2013 includes a station at NE 185th in Shoreline. A final definition of the route and stations will be made after environmental review is complete in 2015. Currently, the project is on track to begin construction in 2018 and open by 2023. Additional information is available on Sound Transit's web site at: <http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension>

Sound Transit Long-Range Plan Update - RECORD #1 DETAIL
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Submission Date :	6/18/2014
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First Name :	James
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Last Name :	Ewins
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Submission Content :	Please don't even think about further transit expenditures until you can get revenues to cover operating costs. It is wrong to expect taxpayers to pick up capital costs when operating costs will not be covered...That is dishonest.
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1-1

1-1

In the region, voters have elected to provide transit service with a minimum farebox recovery ratio set in the agency's financial plan and ranging between 20 and 40 percent, depending on mode of service. Additional Sound Transit projects beyond those already funded through Sound Transit 2 (ST2) will require voter approval prior to being undertaken by Sound Transit.

Sound Transit Long-Range Plan Update - RECORD #253 DETAIL
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Submission Date :	7/12/2014
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First Name :	Arland
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Last Name :	Fagerstrom
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Submission Content :	Just wanted to comment about the lack of service from Gig Harbor to SeaTac Airport. If there was direct service I would use it daily. I currently drive alone every day. There are many airline and airport employees in the Gig Harbor/Port Orchard area that would benefit from direct service. The connecting service at the Tacoma Dome makes the trip too long.
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253-1

Figure 1-1 of the Long-Range Plan SEIS shows the Sound Transit District boundary, which defines the agency's service area as established by state law. Gig Harbor is located outside of the current Sound Transit District boundary. Sound Transit must follow legislatively mandated steps before annexing areas into the Sound Transit District or extending services beyond the current district boundary. Extensions of service can occur without changing or annexing the district boundary. The Final SEIS summarizes the process and requirements in Sections 2.5.1 and 2.5.2.

The Long-Range Plan Update SEIS does acknowledge that some areas outside the district boundary could be considered reasonable locations for extending high-capacity transit service. As noted in Section 2.5 of the Final SEIS, Gig Harbor is one of those locations.

Sound Transit Long-Range Plan Update - RECORD #432 DETAIL**Submission Date :** 7/26/2014**First Name :** James**Last Name :** Ferguson**Submission Content :** I support the comments made by Seattle Subway in its articles on the Seattle Transit Blog. These comments include:

- 432-1 | 1. Please review and update the population model used in the PSRC studies. We believe the numbers are inaccurate in their projections for 2035. This is discussed in detail on Seattle Transit Blog here: <https://act.myngp.com/el/3086450149870796800/-7322838700453265408>
- 432-2 | 2. Please study the Sand Point Crossing. It's a better routing. Plus, the Trans Lake Washington crossing study does not exclude this area from being studied. <https://act.myngp.com/el/3086450149870796800/-7250781106415337472>
- 432-3 | 3. Study the highest quality option option for Ballard to the UW: The Ballard Spur. The Ballard Spur is discussed in detail here (also on Seattle Transit Blog): <https://act.myngp.com/el/3086450149870796800/-7178723512377409536>
- 432-4 | 4. Present an option to the Board for West Seattle which is easier to include in ST3. <https://act.myngp.com/el/3086450149870796800/-7034608324301553664>
- 432-5 | 5. Study alternative rail options such as sky train and heavy rail and study driverless rail technology. <https://act.myngp.com/el/3086450149870796800/-6962550730263625728>
- Thank you for taking my comments.
- James Ferguson
Seattle, WA 98133

432-1

Please see the response to common comment 15 - Use updated population and employment projections in section 5.3.4 of Chapter 5 of this Final SEIS.

432-2

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

432-3

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

432-4

Please see the response to common comment 7 - Downtown to West Seattle ("A6" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

432-5

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

Please see the response to common comment 21 - Alternative technologies - General in Section 5.3.4 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #250 DETAIL
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Submission Date :	7/13/2014
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First Name :	Stephen
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Last Name :	Fesler
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Submission Content :	I agree with Seattle Subway that the Sand Point Crossing is the superior way to get across north Lake Washington. I'll reiterate their key points and note that I agree with the following:
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A. I want the Sound Transit to study the Sand Point Crossing (Option "SP1")

B. ST needs to complete the analysis on a floating rail bridge, floating tunnel, and suspension bridge from Sand Point to Kirkland to complete the analysis of the UW to Kirkland to Redmond study.

C. Building the best line possible is the most important consideration in this corridor.

D. Study driverless subway technology to control costs and increase flexibility in operations.

Kind regards,

Stephen Fesler
4210 Brooklyn Ave NE, Apt. 107

250-1

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

250-2

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #169 DETAIL**Submission Date :** 7/2/2014**First Name :** Emily**Last Name :** Fickenwirth**Submission Content :** Hi there! I'm writing because I just heard that there was supposed to be a light rail station at Graham Street & MLK, but it was skipped over in the initial building of the light rail route.

I live in the area, and I'd encourage Sound Transit to follow through with those plans for a Graham Street station. The neighborhoods around good, reliable transit in South Seattle are starting to fill in with housing and businesses. We'd love to see our area continue to grow in a dense, walkable way. The Graham Street station would be a great way to stimulate that.

Thank you for reading,

Emily Fickenwirth
98118

169-1

Please see the response to common comment 14 - Projects in Current Plan that were deferred in Section 5.3.3 of Chapter 5 of this Final SEIS.

The S Graham Street station is already listed as a representative project under the Current Plan Alternative (see Appendix A of the Final SEIS, Tables A-1 through A-6). These are projects that could be implemented along the corridors that comprise the Current Plan Alternative regardless of whether service is already in operation along those corridors. The list represents the types of projects or support facilities that could be implemented in the future if funding is identified.

Submission # 69

Sound Transit Long-Range Plan Update - RECORD #69 DETAIL**Submission Date :** 6/17/2014**First Name :** Bryce**Last Name :** Figdore**Submission Content :** I just received the LRP mailer and completed the feedback survey, and I was impressed by the layout and content of each. Nice job! I wanted to provide some additional feedback that could not be captured in the survey.

The survey did not allow an either/or option for light rail vs. commuter rail vs. BRT vs. HCT. I chose light rail as top preference but want to point out that any of these options are attractive. The BRT option, as proposed in the survey with dedicated busways or improved mobility on existing high-capacity shared lanes, is attractive. The existing "bus rapid transit" status quo leaves much to be desired. As a transit rider I am often frustrated that despite being in the HOV lane, taking the bus does not translate into time savings due to the volume of traffic and less stringent exclusivity in the HOV lane (e.g. only 2 riders qualifies). I am also frustrated by lack of HOV connectivity between major freeways. For example, no direct HOV-to-HOV connections between 405 and 520, 405 and 90, and 90 and (My transit route is between Totem Lake Freeway Station and Montlake Freeway Station to get between North Kirkland and UW. As such, this involves the 405 520 connection and the bus must wait in merging traffic or double-back into Bellevue to get on the I405 HOV lane.)

Thank you for soliciting feedback and good luck in improving transit in the region.

Sincerely,
Bryce Figdore
Kirkland, WA

Long-Range Plan Draft Supplemental Environmental Impact Statement

Comment Form



Name: Sing Finckent

Address: 107 Bell St. #102

City: Edmonds State: WA Zip Code: 98020

Email address: _____

☐ Please sign me up for project email updates Already done!

Sound Transit has prepared a Draft Supplemental Environmental Impact Statement (SEIS) to update the regional transit Long-Range Plan. The Draft SEIS evaluates alternatives for expanding the regional high-capacity transit system after currently-funded projects are complete in 2023. Sound Transit invites you to review and comment on the Draft SEIS. Your comments will help the Sound Transit Board identify public priorities for future services and destinations. **All comments are requested by July 28, 2014.** Comments received by that deadline will be responded to in the Final SEIS, expected Fall 2014.

Please provide your comments (use back or additional pages if necessary):

331-1 I use the North Sounder train from Edmonds
to Seattle and reverse M-F all year. A stop
in Ballard before the locks would be great.
331-2 It would also be an improvement if there
were trains returning to Edmonds later than
5:35 pm. The 6:50 Amtrak train is a poor
option, as one must go to Sounder Platform to
use ORCA card, then go to Amtrak station (10
feet away but a 4 block walk!) Also, I use
my bike and Amtrak demands \$5.00 for
bike each time - I won't use that option.
Love the train - wish it ran more often!

331-1

The Ballard Sounder station is already listed as a representative project under the Current Plan Alternative (see Appendix A of the Final SEIS, Tables A-1 through A-6). These are projects that could be implemented along the corridors that comprise the Current Plan Alternative regardless of whether service is already in operation along those corridors. The list represents the types of projects or support facilities that could be implemented in the future if, and when, any of the HCT corridors (as shown on the Current Plan Alternative map) are implemented.

331-2

Please see the response to common comment 12 - Sounder service in Section 5.3.3 of Chapter 5 of this Final SEIS.

Sound Transit Long-Range Plan Update - RECORD #222 DETAIL
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Submission Date :	7/8/2014
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First Name :	Dawn
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Last Name :	Fischer
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Submission Content :	1. I want the Sound Transit to study the Sand Point Crossing (Option "SP1")
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2. ST needs to complete the analysis on a floating rail bridge, floating tunnel, and suspension bridge from Sand Point to Kirkland to complete the analysis of the UW to Kirkland to Redmond study.

3. Building the best line possible is the most important consideration in this corridor.

4. Study driverless subway technology to control costs and increase flexibility in operations.

Dawn Fischer

Sent from my iPhone

222-1

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

222-2

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

504-1

Sound Transit Long-Range Plan Update - RECORD #504 DETAIL**Submission Date :** 7/25/2014**First Name :** Robert**Last Name :** Fleming

Submission Content : I realize that Sound Transit is heavily committed to light rail and express bus service, however I think ST should seriously reconsider the use of monorail for the proposed high capacity transit from Downtown Seattle to Ballard and Crown Hill.

The use of monorail instead of surface light rail in built-up urban areas requires a narrower right-of-way, less condemnation of property, is elevated and therefore safer from collisions with other vehicles and pedestrians (true, these incidents are usually the fault of the pedestrian or driver of the other vehicle, but it's still lost lives and injuries, in addition to disruption of train traffic). Elevated or underground light rail would serve the same purpose but at much higher cost.

The monorail could mostly follow the former proposed "Green Line" monorail route, but would avoid the loop through Seattle Center and along Fifth Avenue, instead going south from Key Arena to follow Second Avenue through the downtown area.

If extended to the south, perhaps to West Seattle, the monorail could also serve the sports venues in Sodo, including the proposed basketball/hockey arena, and if large parking lots or garages are built along the monorail route, much of the parking for sports events in Sodo could be eliminated, solving the problem of conflict with port and industrial trucking. Also, since the monorail would be eliminated, there would be no grade crossings to block trucks and other traffic.

Note that many new monorails are being built in other countries around the world, but hasn't really caught on in North America.

The best information about monorails is at <http://www.monorails.org>, the website for The Monorail Society.

Thanks for your consideration,

Robert M. Fleming Jr.
12539 Corliss Ave. N.
Seattle, WA 98133-8566

bob@fleming-family.com

This email is free from viruses and malware because avast! Antivirus protection is active.
<http://www.avast.com>

504-1

Section 2.6 of the Final SEIS has been revised to clarify that alternative transit technologies operating on principally exclusive rights-of-way, such as monorail, could be considered for off-spine service but they could not interline with the spine and would not be intended to feed the spine. Also, consideration should also be given to whether the technology would provide the cost-effectiveness, flexibility, and reliability to meet future needs. New transit technologies for Sound Transit likely have different operations, power and other requirements, and would likely require additional separate operations and maintenance facilities. In addition, using a different technology for off-spine service could preclude options for interlining transit lines with the spine as the system is modified or expanded in the future.

Sound Transit Long-Range Plan Update - RECORD #505 DETAIL
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Submission Date : 7/25/2014

First Name : Robert

Last Name : Fleming

Submission Content : I am strongly in favor of a station at N.E. 130th St. on the Lynnwood Link Extension line. If Metro Transit can also provide a bus route along N/NE 130th St., Roosevelt Way N.E., and N.E. 125th St., The Link station at 130th will provide connections to the Broadview neighborhood, Bitter Lake area; higher density housing around N. 130th St. and Greenwood Ave. N., Linden Ave. N., and Aurora Ave. N.; business district around Aurora Ave. N. from south of N. 125th St. to north of N. 135th St.; Ingraham High School; the Haller Lake and Pinehurst neighborhoods, and the central business district of Lake City.

Thanks for your consideration,

Robert M. Fleming Jr.
12539 Corliss Ave. N.
Seattle WA, 98133-8565

bob@fleming-family.com

This email is free from viruses and malware because avast! Antivirus protection is active.
<http://www.avast.com>

505-1

As part of the Lynnwood Link Extension project-level review process currently underway, a station at N130th Street is included as a potential station location along the preferred alternative alignment selected for further analysis by the Sound Transit Board in November 2013. A Final EIS on the preferred alternative will be complete in 2015. More information can be found on Sound Transit's website at <http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension>.

Sound Transit Long-Range Plan Update - RECORD #303 DETAIL**Submission Date :** 7/15/2014**First Name :** Georgine**Last Name :** Foster**Submission Content :** Hi Ms. Ertl,

303-1

On page 4-36 of the DSEIS there is a Table 4-11. 'Residential parcels for Current Plan Alternative study corridors'.

Is there a way to get the number of parcels just in Kirkland's jurisdiction that are imbedded in the Renton to Woodinville along the Eastside Rail Corridor, lines 'E' and 'J'?

I am preparing to send some comments to our City Council and I would like to have information as it pertains just to Kirkland.

(I will be sending comments to Sound Transit before the July 28th deadline.)

If you don't have this can you direct me to the appropriate Staff member that may have put this Table together.

Thank you.

Regards,
georgine foster

303-1

The approximate number of parcels just within Kirkland are as follows:.

-Kirkland Residential Parcels, corridor E (light rail): 602 using a screening distance of 350 feet on each side of the centerline

-Kirkland Residential Parcels, corridor J (commuter rail): 1,513 using a screening distance of 750 feet on each side of the centerline

These numbers include parcels even if only a portion of the parcel is within the screening distance for a corridor. As noted in the SEIS, these numbers do not represent an estimate of the number of parcels that would experience noise impacts (or other impacts) if a corridor were implemented. However, they may indicate the relative concentration of parcels near various corridors.

Sound Transit Long-Range Plan Update - RECORD #357 DETAIL**Submission Date :** 7/22/2014**First Name :** Georgine**Last Name :** Foster**Submission Content :** Comments on the Long Range Plan Draft Supplemental Environmental Impact Statement:

The Executive Summary of the DSEIS on page 3, states the Current Plan Alternative corridor "J" (Renton to Woodinville along the Eastside Rail Corridor) is being considered for Commuter Rail. Maps included in the Study are very general and it does not state how extensively High Landslide Hazard and Environmentally Sensitive areas in Kirkland were examined. Therefore, I thought the attached detailed maps of Landslide Hazard Areas and Topography in Kirkland should be considered in any plans for HCT, especially Commuter Rail, in the Eastside Rail Corridor in Kirkland. The South Houghton Slope in Kirkland through which the Eastside Rail corridor traverses is historically known to be unstable and environmentally sensitive... "large amounts of groundwater in the slopes cause artesian pressure and the types of soils in the slope also contribute to its instability" (information contained in the Kirkland Comprehensive Plan for the Lakeview Neighborhood), and areas in the Highlands neighborhood has considerable area directly adjacent the rail corridor that is rated "high" landslide hazard.

The DEIS page 4-40 states "vibration impacts from rail lines can extend up to 200 feet from commuter rail tracks".....well into the South Houghton Slope and Highlands high landslide hazard areas. On page 4-4, "relatively small steep slope (and slide hazard) areas are found in the plan area" 'relatively small' to Sound Transit, but if vibrations from commuter rail could cause a landslide, especially during the rainy season, as on the North Sounder line, many Kirkland residential areas (not just BNSF rail tracks along Puget Sound) will be highly impacted. On page 4-9,'ground borne vibrations from commuter rail trains are 'not likely' to increase potential for landslides'.....what are the 'odds' of 'not likely'? (Was what happened in Oso considered 'not likely' ?) Who would bare the financial and human consequences for a land failure in these already known High Landslide Hazard areas?

On page 4-180, "the primary types of impacts for the Current Plan Alternative and the Potential Plan Modifications Alternative were related to landslide, steep slope, seismic, and other geologic hazard areas -- risks that could largely be managed by appropriate design measures". Design and engineering standards for Light Rail are to 21st century standards. "New commuter rail service is proposed on existing tracks that currently carry passenger or freight service" - page 4-41. The Eastside Rail Corridor was built in the early 1900's for freight-use to standards much less stringent than for passenger rail. The entire corridor must be brought to 21st century standards for HCT within known high landslide hazard areas (which commuter rail on the existing rail bed, without updating to 21st century standards, probably would not meet). Heavy Commuter Rail should not be planned for the Eastside Rail Corridor through Kirkland because of the High Hazard risks. Light Rail, as stated in the SDEIS document, does not produce such vibration risks, and would be more appropriate.

Thank you for taking comment on the Long Range Plan DSEIS.

georgine foster
Kirkland resident

Attachments :
FigNE-2.pdf (1 mb)
FigNE-3.pdf (2 mb)

357-1

The Final SEIS recognizes seismic hazard areas along the east side of Lake Washington in Figures 4-1 and 4-2. Rail service in the Eastside Rail Corridor is included in the Current Long Range Plan, and was previously reviewed at a programmatic level in the 2005 Final Supplemental Environmental Impact Statement on the Regional Transit Long-Range Plan. Should rail service in the Eastside Rail Corridor continue to be included in the long range plan and advanced for development, hazards in the corridor would be reviewed at a project level and specific designs, requirements, and mitigations adopted to address any hazards present in the corridor.

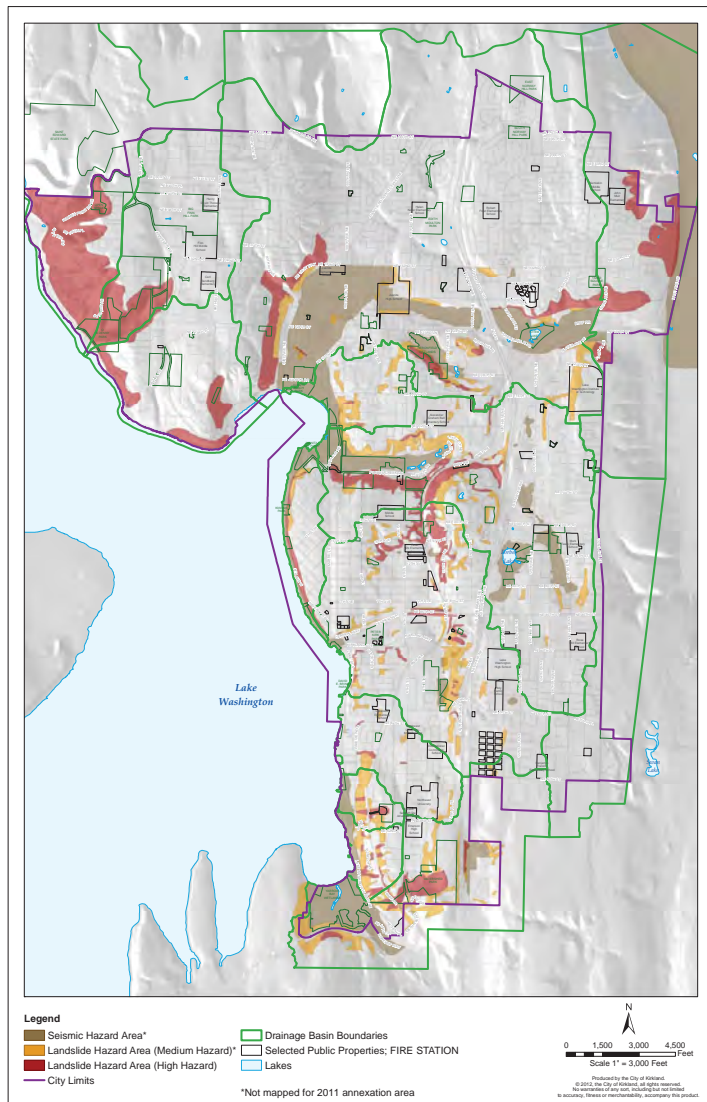


Figure NE-2: Landslide and Seismic Hazard Areas

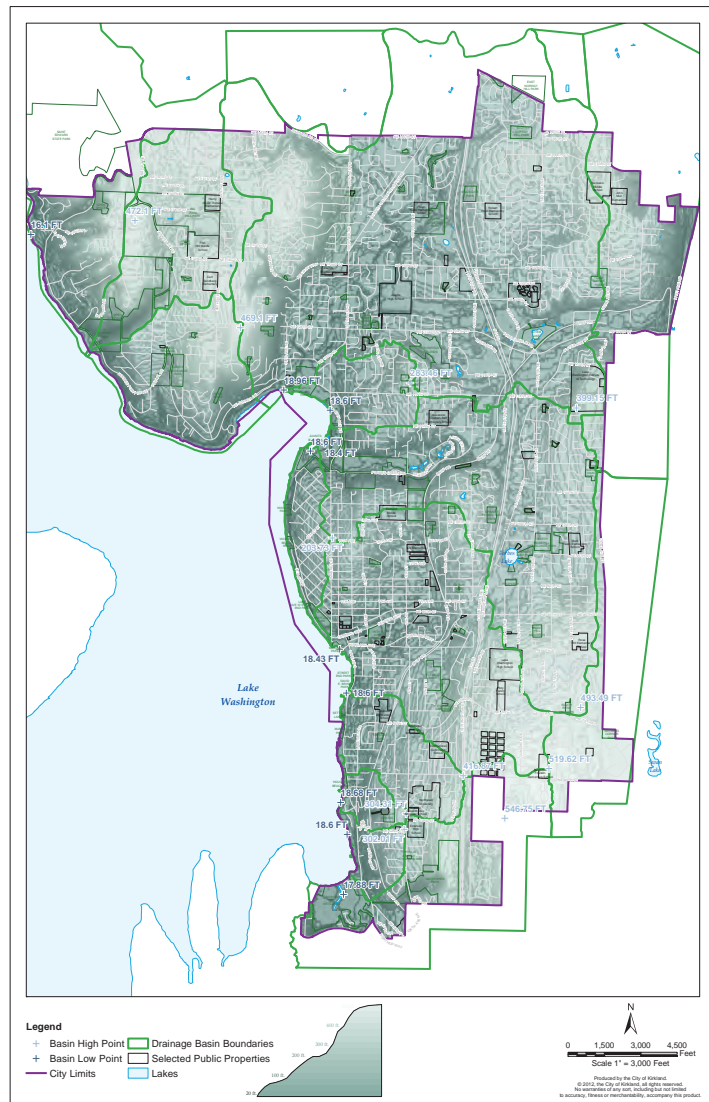


Figure NE-3: Topography

Sound Transit Long-Range Plan Update - RECORD #490 DETAIL

Submission Date : 7/28/2014
First Name : Georgine
Last Name : Foster
Submission Content : Sound Transit
 Attention: Karin Ertl

Dear Ms. Ertl,

490-2

How was the forecast made for increased Ridership on the Eastside Rail Corridor? (The SDEIS states from Renton to Snohomish of 5,000 ---- PSRC forecast made in 2008 in their ERC Feasibility Study for Renton Coulon Park (not Renton's CBD) to Woodinville was 4,580 and Coulon Park to Snohomish was 5,015. Please also note that the ridership from Bellevue to Woodinville is listed as 1,770.....quite a difference in ridership North of Bellevue; the most ridership would be between Coulon Park and Bellevue).

As HCT's purpose as stated in the SDEIS is to protect the environment and reduce congestion, the at-grade crossings on the ERC should be considered to be of significant Environmental importance. The ERC is 42 miles long - about half the length of the Sounder rail line from Tacoma to Everett (81 miles) --- but the ERC has TWICE the public crossings (60), and 4 times the Total (107) public and private crossings as the entire Tacoma to Everett rail line (29)..... Kirkland, Bellevue, and Woodinville alone have 32 crossings: more than the entire Tacoma- Everett line. Unless sufficient funding for proper Mitigation (bridges or tunnels) of the Congestion caused by idling automobiles (creating green house gases), and the wasted man-hours sitting waiting for any HCT to pass, the ERC should not be given consideration for HCT. The 405 freeway should be considered first as it will soon have 'dedicated' HOV and BRT as part of WSDOT's expansion in the corridor.

490-3

According to the same PSRC BNSF Eastside Corridor Commuter Feasibility Study, the ERC, because of its 107 at-grade crossings and 97 curves in the rail corridor, the estimated speed at which commuter trains could travel would be only 24 mph.....transit studies show that commuters will not ride if speeds average less than 40 mph. If the proper infrastructure (bridges and tunnels) were constructed, the HCT could operate much faster and would not 'create' additional polluting congestion at those at-grade crossings.....affecting the Environmental Resource: Air Quality.

490-4

Table 5-1 shows that the ERC would have "lowest impacts/highest benefits" to the Environmental Resource of Public Services/Utilities.....has Sound Transit considered that King County's Eastside Connector (waste water line) for the entire Eastside runs in most of the Eastside Rail Corridor? (this fact may be in the King County Comprehensive Plan that was listed as a reference for the SDEIS, and should be noted if it wasn't already).

Thank you for your taking comments from the public on this SDEIS for the Long Range Plan.

georgine foster
 Kirkland resident

490-2

The ridership changes included in the Final SEIS are identified at several screenlines but not for specific corridors. For each screenline, changes in daily transit ridership at that screenline are attributable to all of the corridors that pass through that screenline.

490-1

The ridership changes included in the Final SEIS are identified at several screenlines but generally not for specific corridors. For each screenline, changes in daily transit ridership at that screenline are attributable to all of the corridors that pass through that screenline.

490-3

This Final SEIS is a planning-level rather than project-level EIS. Therefore alternatives and impacts are evaluated broadly. More detailed project-specific analysis would occur in the future for those projects implemented as part of a future system plan. That future analysis would include analysis of elements such as the alignment, extent of grade separation, operational features, and location of stations.

490-4

Utility conflicts and relocations are discussed in Section 4.10 of the Final SEIS. King County Wastewater Treatment Division's Eastside Interceptor has been added to the utilities considered in the Eastside Rail corridor.

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: Asha FOTOS
 Address: 22915 35th Ave SE
 City: Bothell State: WA Zip Code: 98021
 Email address: asha.fotos@gmail.com
☒ Please sign me up for project email updates

Sound Transit has prepared a Draft Supplemental Environmental Impact Statement (SEIS) to update the regional transit Long-Range Plan. The Draft SEIS evaluates alternatives for expanding the regional high-capacity transit system after currently-funded projects are complete in 2023. Sound Transit invites you to review and comment on the Draft SEIS. Your comments will help the Sound Transit Board identify public priorities for future services and destinations. **All comments are requested by July 28, 2014.** Comments received by that deadline will be responded to in the Final SEIS, expected Fall 2014.

Please provide your comments (use back or additional pages if necessary):

As an employment specialist working with the low income population, I witness terrible hardship brought about by individuals dependent upon the transit system to get to their places of employment at odd hours on weekdays and in remote or rural locations. I believe a smart focus must be implemented & placed upon tackling the needs of these individuals. Shift work is the lifestyle of the unskilled worker. They must not be ignored because they are most dependent upon these services.

349-1

Sound Transit is committed to providing travel benefits to minority and low-income populations. Appendix J of the Final SEIS summarizes Environmental Justice considerations for the Long-Range Plan Update. In addition, Sound Transit will continue to coordinate with local transit providers on feeder services and multi-modal connections to provide a better integrated system of transit throughout the region.

Submission # 177

Sound Transit Long-Range Plan Update - RECORD #177 DETAIL**Submission Date :** 7/3/2014**First Name :** Deborah**Last Name :** Fox**Submission Content :** Dear Sir,

I am writing to urge Sound Transit to extend any commuter access, whether it be light rail or express bus service, to north Everett - not simply terminate in the Boeing factory area.

Everett is a large city, and the residents in the northern part of the city would be denied rapid transit to all parts south if Sound Transit stopped light rail in the Boeing area. If the goal is to alleviate freeway traffic, help the environment, and service the entire community of Everett, then please have expansion projects continue to north Everett.

Please consider extending service to Everett Station. There is parking, and infrastructure there that could be further utilized.

Thank you very much for your time and listening.

Sincerely,
Deborah Fox
206.728.0101

Submission # 569

**Long-Range Plan Draft Supplemental
Environmental Impact Statement
Comment Form**



Name: BRIAN FRAUENHOLT
 Address: 607 VIEW RIDGE DR.
 City: EVERETT State: WA Zip Code: 98208
 Email address: BRIANF@DWAYNELANE.COM
☐ Please sign me up for project email updates

Sound Transit has prepared a Draft Supplemental Environmental Impact Statement (SEIS) to update the regional transit Long-Range Plan. The Draft SEIS evaluates alternatives for expanding the regional high-capacity transit system after currently-funded projects are complete in 2023. Sound Transit invites you to review and comment on the Draft SEIS. Your comments will help the Sound Transit Board identify public priorities for future services and destinations. **All comments are requested by July 28, 2014.** Comments received by that deadline will be responded to in the Final SEIS, expected Fall 2014.

Please provide your comments (use back or additional pages if necessary):

NOT A GOOD IDEA! IT WILL
 CAUSE MORE TRAFFIC JAMS & THE
 CONSTRUCTION WILL TAKE FOREVER.
 WE NEED TO USE THE EXISTING
 TRAIN TRACKS THAT RUN NORTH &
 SOUTH.

Sound Transit Long-Range Plan Update - RECORD #468 DETAIL
--

Submission Date :	7/29/2014
First Name :	Lauren
Last Name :	Frederick
Submission Content :	Hello,

As a resident of Des Moines in South King County, I am writing to ask you to incorporate a large amount of parking into the long range plan for all of the light rail stations that are being planned and/or built south of Seattle.

When the light rail station opened at International Boulevard, I parked there and took the light rail to work every day. However, within a year of the station opening, parking became difficult to find during peak commuting hours. I need to arrive at the light rail station before 7:15 AM on weekdays to get a parking spot, which means that I then arrive at work an hour early. Since it was not possible for me to adjust my work hours to accommodate the parking issue, I eventually returned to driving to work.

I am excited about the light rail station that is being built on S. 200th St. and International Boulevard in Des Moines, and I hope you will put in more parking than you have built at the International Boulevard Station.

Thank you for working on this plan and for considering my input.

Sincerely,
Lauren Frederick
Des Moines, WA
98198

468-1

For purposes of the Long-Range Plan, increasing parking at existing and/or planned stations are considered representative projects that could be implemented along any of the corridors included in the Long-Range Plan. Appendix A of the SEIS includes numerous examples of parking expansions (see Table A-6 of the Final SEIS) that could possibly be implemented in the future as funding is secured.

231-1

Sound Transit Long-Range Plan Update - RECORD #231 DETAIL**Submission Date :** 7/9/2014**First Name :** Dan**Last Name :** French**Submission Content :** I've been attempting to find plans for the north Seattle – NE 130th street area. Currently all that I can find is an "on ground" designation for light rail that will pass through that area.

Unfortunately – I-5 is very close to 5th AVE NE at this location, which is also VERY busy. There is no room for a light rail to pass there, and further any attempt would make an already dangerous location much worse. Further, the exit to 130th street (actually the exit on to 5th AVE NE) would be impacted by any ground based light rail. There is also the issue of access to the rail by the people that live there.

I would be interested in speaking with someone who has tentative plans for this area – getting to work would be a good thing.

Sincerely,

Dan French

231-1

Light rail along I-5 between Northgate and NE 130th Street is being studied in the Lynnwood Link Extension project, currently undergoing preliminary engineering and environmental review. More information on this project can be found at the link below:

<http://www.soundtransit.org/projects-and-plans/lynnwood-link-extension>

Submission # 70

Sound Transit Long-Range Plan Update - RECORD #70 DETAIL**Submission Date :** 6/19/2014**First Name :** George**Last Name :** Frey

Submission Content : I think the South Sound got screwed with the RTA. Most of the emphasis has been on King and Snohomish counties with Pierce getting some benefits around 2040. We get the Sounder but all of the light rail stays North. It would be nice if there were options for us to utilize light rail during the day for commutes to Seattle. Our options are morning rush hour and evening rush hour. We would have been better off to stay out of the RTA and take the money we pay and focus on better transit in the South Sound.
George Frey