
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

236-1

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.

Sound Transit Long-Range Plan Update - RECORD #236 DETAIL
--

Submission Date :	7/16/2014
--------------------------	-----------

First Name :	Matt
---------------------	------

Last Name :	Gangemi
--------------------	---------

Submission Content :	<p>Please. Please. Please. Be very careful with projection numbers. Today's post on Seattle Transit Blog shows you're probably strongly under-predicting ridership numbers. If you're using PSRC data it's even worse, as Ballard is currently at 340% of their 2024 PSRC "target", which doesn't mean much except the PSRC isn't great at predicting the future. But predicting the future is critically important for funding a rail line. At least make sure whatever model you use takes into account current growth trends and permit-based estimates.</p> <p>Thank you,</p> <p>-Matt Gangemi</p>
-----------------------------	--

236-1

Sound Transit Long-Range Plan Update - RECORD #296 DETAIL

Submission Date : 6/23/2014
First Name : Matt
Last Name : Gangemi
Submission Content : Hi,

- 296-1 | I just wanted to register my support for option A4 of the Ballard to University study. A4 wasn't actually listed, but Seattle Transit Blog posted a Seattle Subway article today about the best way to modify option A3. (article: <http://seattletransitblog.com/2014/06/23/lets-build-the-ballard-spur>)
- 296-2 | My largest criticism of Link to date are that it's not grade separated in the RV and SODO (though I understand the budget/political reasons for this), and that the stop spacing is so large*. That is somewhat understandable, since Link is a light rail running very long distances for this technology (when it's already 45 minutes from the airport, adding more stops reduces ridership, and out at Tukwila you can just add parking and feeder service anyway). However, the area of the Ballard Spur is a fairly dense area with potential to increase density significantly. It's appropriate for continuous service throughout the corridor. In addition, the overall distance is short, so adding a few stops will not leave us with unreasonable travel times - we're still talking about ~10 min end to end.
- 296-3 | I understand that ST tries to be budget sensitive, but this isn't the right time to cut stations, before anything is really planned. Remember, unlike surface routes we only will get one chance to get this right. What do you want service in this area to look like 100 years from now? How about 500 years? It's likely the choices we make now will have a very, very long shadow.
- Thank you,
 -Matt Gangemi
- * I'm sure you've seen this great comparison:
<http://seattletransitblog.com/2009/02/27/link-station-spacing/>

296-1

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

296-2

As you point out in your comment, station spacing is influenced by a number of factors, including cost, population/employment density, community acceptance, and impact on travel times. The alignments and potential station locations developed in the HCT corridor studies were representative, and would be studied in more detail if and when the corridor moves into future phases of project development.

296-3

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

Sound Transit Long-Range Plan Update - RECORD #403 DETAIL**Submission Date :** 7/28/2014**First Name :** Andrew**Last Name :** Garbutt**Submission Content :** I would really love to see item 5, a grade separated route into and out of west seattle that reaches far enough south to get people interested. The current routing of buses seems challenged, slow, and generally not a better option that driving my own car.

Kindly,

Andrew

- | | |
|-------|--|
| 403-1 | 1. Review and update the population model being used in the studies. The PSRC numbers are clearly inaccurate in their 2035 projections in Seattle. |
| 403-2 | 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. Option SP1. |
| 403-3 | 3. Study the highest quality option for Ballard to UW: The Ballard Spur. Option A4. |
| 403-4 | 4. Study a better Eastside corridor. Option C4. |
| 403-5 | 5. Present an option to the board for West Seattle that is easier to include in ST3. Option A6. |
| 403-6 | 6. Study alternative rail options such as sky train and heavy rail and study driverless rail technology. |

403-1

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.

403-2

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

403-3

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

403-4

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.

403-5

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.

403-6

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.

285-1

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 #285 DETAIL

Submission Date : 7/8/2014

First Name : Bill

Last Name : Gaylord

Submission Content : As an architect, design professional and citizen of Seattle I urge you to study and ultimately include the Sand Point Crossing. Thank you. Bill Gaylord FAIA 206-790-1073

285-1

Sound Transit Long-Range Plan Update - RECORD #556 DETAIL**Submission Date :** 7/24/2014**First Name :** Jerry**Last Name :** Gieseke

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.

- o 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.?

- o 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.

- o 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.

- o 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.

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

- Study a better Eastside Corridor.

- o 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.

- o 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.

- o 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.

- o 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.

- o 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
Jerry Gieseke

556-1

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

556-2

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

556-3

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.

556-4

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

556-5

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

556-6

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.

556-7

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.

556-8

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.

410-1

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

Sound Transit Long-Range Plan Update - RECORD #410 DETAIL
--

Submission Date : 7/26/2014

First Name : Leo

Last Name : Gilbert

Submission Content : As a lifelong Seattle-area resident who has suffered through our road/car dominated (buses sit in the SAME traffic as cars, and are affected by the same congestion) commute the past 15 years, I'm writing to voice my EXTREMELY STRONG support for grade-separated rail to be used exclusively for new transit solutions.

I'm not sure how many sound transit employees have been outside our country, or even our state (check out NYC's subway), but grade-separated rail is by far the fastest and most-reliable way to move great numbers of people.

If you go with a transit system that can be affected by drivers/traffic (accidents, rubber-necking, construction, etc) it will be prone to the same kinds of issues that plague our current buses and end up a waste of resources and what could have been the opportunity to build something great.

Heck, just look at the way the light rail from downtown to the airport was handled---it's a very slow train compared to modern commuter trains overseas, it has stops in all sorts of podunk spots which end up significantly delaying the most common and valuable use--a fast and easy way to get from a transit hub downtown, to the airport. Why no express route, that bypasses the podunk spots, like they build in other modern rail systems? Why does the train stop 100s of yards from the airport terminals, making you follow a long convoluted path through a parking garage, so that elderly, the disabled, and those with tons of luggage can't use it?? You spent millions on something that could have been so much better, and had you spent a little more on it, would benefit so many more people.

Don't make the same mistakes with the future transit opportunities coming up.

Leo Gilbert
King County Resident

218-1

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

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.

218-1

Sound Transit Long-Range Plan Update - RECORD #218 DETAIL

Submission Date : 7/8/2014

First Name : Chris

Last Name : Glenski

Submission Content : Hi, I support the investigation into a crossing of lake Washington at Sand Point, and the creation of a "Ballard Spur", extending mass transit further into Ballard. Please give these options serious attention!

-Chris Glenski
Engineer, MicroConnex
34935 SE Douglas St
Snoqualmie, Washington.
425.396.5707- work
507.269.8924- cell

Disclaimer:
Information contained in this email communication may be privileged or confidential. If you are not the intended person, or know that you received this by mistake. Do not print, copy, retransmit, publish, or otherwise use the information. Please reply to the sender that you have received this e-mail communication by mistake and delete the copy you received right away.
Information
usage of the transmitted and attached documents in this email may be restricted by the International Traffic in Arms Regulations (ITAR), 22 CFR 120-130, and may not be exported, or disclosed to a foreign person, whether in the United States or abroad, without prior U.S. Government written approval.

Sound Transit Long-Range Plan Update - RECORD #400 DETAIL**Submission Date :** 7/26/2014**First Name :** Dylan**Last Name :** Glosecki**Submission Content :** I support the comments made by the seattle subway organization:

- 400-1 | 1. ST should revisit the justification for avoiding study of alternative technologies such as Heavy Rail and Sky Train, considering the current needs of Seattle, the region, and of an infrastructure investment that will be used by generations to come.
- 400-2 | 2. Study driverless technology for new rail routes as part of Sound Transit's efforts to improve their financial sustainability in operations.
- 400-3 | 3. Review and update the population models being used to study ridership. The PSRC numbers for Seattle are clearly off.
- 400-4 | 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.
- 400-5 | 5. Study a better option for Ballard to UW.
- 400-6 | 6. Study a better Eastside Corridor.
- 400-7 | 7. Present a better option to the board for rail to West Seattle.
- thank you
- Dylan glosecki
708 19th ave
seattle 98122

400-1

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

400-2

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

400-3

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.

400-4

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

400-5

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

400-6

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.

400-7

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 #184 DETAIL	
--	--

Submission Date :	7/7/2014
--------------------------	----------

First Name :	Flavius
---------------------	---------

Last Name :	Goicea
--------------------	--------

Submission Content :	Dear Sound Transit,
-----------------------------	---------------------

184-1 |

Our family would love to use a light rail system in Canyon Park, connecting to downtown Seattle or Lynnwood or Bellevue, and preferably all three!

Thank you,
Flavius Goicea

184-1

The Current Plan Alternative evaluates high capacity transit corridors along I-405 and the Eastside Rail Corridor that could potentially serve the Canyon Park area and allow for connections to Bellevue and Lynnwood. Please see Chapter 2 of the Final SEIS for more information on these corridors. From Bellevue and Lynnwood, light rail service would then be provided to Seattle via the East Link Extension project and Lynnwood Link Extension project, respectively.

391-1

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 #391 DETAIL
--

Submission Date : 7/27/2014

First Name : Eldan

Last Name : Goldenberg

Submission Content : Dear Sound Transit planners,

391-1

I'm writing to urge you to please consider building fully grade-separated transit lines that could be run driverless, either now or in future.

I support all of the recommendations the Seattle Subway group is making, but I'd like to particularly stress this one. Even if trains are not run driverless at first, complete grade separation has safety, speed and frequency advantages, and in the long run the ability to have driverless trains allows the system to have both higher capacity and lower running costs. This would make the system more sustainable, and I think that's worth spending additional money up-front to achieve.

Yours,

Eldan Goldenberg
eldang@gmail.com | @eldang | eldan.co.uk | skype: eldang
PGP public key: <http://eldan.co.uk/eldang.asc>

Submission # 355

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form

Name: Robert W. GonskyAddress: 1527 ROCHEFELLER AVECity: EVERETT State: WA Zip Code: 98201

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 THINK THE BEST ROUTE FOR LIGHT RAIL EXTENSION
WOULD BE A DIRECT LINE FROM LYNNWOOD TO EVERETT
ALONG I-5. A BRANCH LINE ALONG FROM I-5 ALONG
MULTI-LEVEL SPEEDWAY SHOULD HAVE PAINE FIELD AND BAYVIEW.

BOB
GONSKY

Sound Transit Long-Range Plan Update - RECORD #223 DETAIL**Submission Date :** 7/8/2014**First Name :** Jan**Last Name :** Gould**Submission Content :** Nowhere in the survey was Auburn even mentioned! Absolutely nothing what gives, there are 75,000 + people that live and commute in that area and no plans for future assistance for mass transit, was that deliberate. If so why? We will be losing Metro 152 in the fall.

Jan

Jan M Gould
City of Seattle
DPD
Senior Elevator Inspector
Office 206-684-0606
Fax 206-615-0540
Cell 206-396-0219**223-1**

The Long-Range Plan Update SEIS does evaluate light rail and bus service along SR 167 that could serve the city of Auburn. Please see Chapter 2 in the Final SEIS and Figures 2-7, 2-9, and 2-10 for a description and location of corridors include N, 7 and 33.

Sound Transit Long-Range Plan Update - RECORD #248 DETAIL**Submission Date :** 7/17/2014**First Name :** Daniel**Last Name :** Grace

Submission Content : It recently came to my attention that Sound Transit is updating it's Regional Transit Long-Range Plan, which makes now the best time to explain some issues I have faced with Sound and Pierce Transit over the last year or so. While a significant chunk of these issues are related to Pierce Transit, I don't believe any major update of Sound Transit's routes could be performed without cooperation from local transit authorities as well -- thus I feel they are valid concerns and are relevant to the current planning process.

As a point of demographics, my wife and I live in the downtown area of Gig Harbor. She is currently a UW Tacoma student, and I work near the UW Tacoma campus. This summer, she is interning at Boeing in Bellevue. We share one car.

Local Transit Issues

Prior to this summer, my wife and I would carpool together to Tacoma Dome Station and take Tacoma Link to get to her school and my work. This is generally more cost-efficient for us than taking the bus, as the bus fare for us to both commute round trip is \$8 and there are only marginal savings in a bus pass.

On days where I've gone to work alone (due to her having the day off from school), I opted to bus instead -- round trip bus fare is cheaper than the bridge toll, and it means I'm not stuck in traffic. (Plus I kind of enjoy not having to drive.). Due to timing, this consists of driving to Kimball Drive Park&Ride and then catching Pierce Transit route 102. This is despite the fact that there is a bus stop one block from my house, as the bus that services that stop (Route 100) only connects with Route 102 -- at 7:00 AM.

My wife is involved with a number of student clubs and organizations on the UWV campus and frequently needs the car for other events, so during the school year I frequently bus home even when I carpool in. On these occasions, I end up walking home from Kimball Park&Ride -- since the bus timing is always such that there's a 30 minute wait for a bus, or a 20 minute walk.

The biggest overall issue here is that the schedules for route 100 and 102 do not coordinate well. My morning options consist of:

1. Catch 100 outside my house at about 6:55 AM, transfer to 102 at Kimball Park&Ride and depart Gig Harbor at 7:12 AM.
2. Catch 100 outside my house going the opposite direction at ~7:07 AM, transfer to 102 at Purdy Park&Ride, and depart Gig Harbor at about 8:46AM. 100 frequently is running late this direction.
3. Drive or walk (~20 minutes up a pretty long steep hill) to Kimball Park&Ride. During the summer with our shared car and current itineraries, driving is not an option.

There are no earlier runs of route 100, and no run of 102 after ~8:45AM until the evening runs start. Until recently, it was impossible to ever transfer from 100 to 102 in the morning as the first 100 started after the last 102 left.

Also, as of late, the 7:12AM route 102 is consistently filling to 'sitting full' -- rarely is anyone standing, but there's rarely anyone sitting alone either.

Regional (Sound) Transit Issues

As mentioned in my introduction, my wife is currently an intern at Boeing in Bellevue. Her current work hours are about 7:30AM to about 3:30PM. These hours are primarily determined due to bus schedules.

My wife leaves the house at 5AM, drives to Kimball Park&Ride to catch ST

595 to Seattle, followed by a transfer to KC 217 and a 12 minute walk (according to Google). This commute takes 2 hours and 36 minutes, primarily due to trip from Gig Harbor->Seattle->Bellevue instead of going directly along 405.

Her return trip begins, after a short walk, by catching KC 221 at 3:47PM to ST 554 to ST 595, to get home at 6:21 PM (optimistically). This is a 2 hour and 42 minute commute. Furthermore, this is the very last run of 595 -- so if she misses it due to other buses being delayed (554 is frequently delayed by traffic), she ends up stranded in Seattle. Her other only option is to drive to Tacoma and catch ST 590, which offers a bit more flexibility in timing but also means she still has to drive to Tacoma Dome Station, pay the bridge toll (negating a lot of the cost savings of mass transit), find parking, and catch the bus.

(Admittedly, she wouldn't end up stranded in Seattle -- she'd take 590 to Tacoma, I'd walk to the park & ride and drive to Tacoma to pick her up).

While my wife won't be an intern at Boeing forever and these are "temporary" issues for us, there are a lot of big-name employers on the east Side, and we can't be the only people in a situation where it's necessary to spend 5 hours commuting to an 8 hour work day if we don't want to drive.

Proposed Improvements

- * Work with Pierce Transit to improve coverage in Gig Harbor.
- * Add an additional AM route 100 run starting about an hour earlier would help
- * Add an additional AM route 102 run that leaves Kimball P&R around 8:30 AM
- * Add an additional PM route 102 run that leaves Tacoma Dome Station around 7:00 PM
- * Add an additional PM route 100 that connects with the new final 102 run

The additional 100 routes should help Gig Harbor residents connect with 102, and the additional 102 routes should help Gig Harbor residents connect with ST Express buses servicing Tacoma Dome Station. This eliminates the need to add multiple combinations of express buses serving Gig Harbor, and possibly some of the capacity currently filled by ST 595 could be used to instead aid Gig Harbor residents in getting to Tacoma to transfer to 590 and expand ST 590's capacity. Route 102 is already an 'express' bus of sorts.

- * Add buses between Tacoma/South Sound and the East Side

Allow Tacoma-area riders to take convenient mass transit to east-side jobs at, e.g., Boeing, Microsoft, Amazon, Google Kirkland, and other large employers in that area.

OR

- * Make Tukwila/Seatac-ish a "hub" for riders of all express buses to choose between west-side and east-side routes

Take a bus to Tukwila, and then transfer to either a bus going towards Seattle or a bus going towards Bellevue here. Do the same in reverse for the return trip. Alternatively, make the existing 590/594/595 routes stop here on their way to Seattle where riders can transfer to an east side bus or remain on their current bus to head to Seattle. (At this point, you could just have a route that services Tukwila through Everett and back via 405). I chose this location due to its proximity to where 405 begins, no other particular reason.

Thanks for your time, and I hope that this input is valuable to your planning process.

-- Daniel Grace

248-1

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.

248-2

Bus Rapid Transit (BRT) and regional express bus corridors between Tacoma/South Sound and the Eastside have been evaluated in the Long-Range Plan SEIS as part of the Current Plan Alternative and the Potential Plan Alternative. The Current Plan Alternative includes corridor N from Puyallup to Renton along SR 167 which could then permit transfers to BRT corridor Q from Renton to Lynwood along the I-405 corridor. In the Potential Plan Modifications Alternative, corridor 32 from Tacoma to Bellevue would provide either BRT or express bus service to the Eastside from Tacoma. Please see Figures 2-7 and 2-10 in the Final SEIS.

248-3

Sound Transit will take your recommendations into consideration as we continue to expand transit service throughout the region.

Tukwila has been evaluated as a potential hub in past planning efforts, including Sound Move and ST2. Findings from these efforts include the identification of several challenges such as access to/from I-5 created by the complexity of the Southcenter interchange and lack of HOV-to-HOV lane connections between the two freeways. Land use issues and costs associated with addressing these challenges also pose a constraint to developing Tukwila into a hub.

As you noted, the 590's make connections with frequent Route 550 service to Bellevue at the International District Station. You may also consider taking the Sounder to Kent Station, where timed connections are made to Route 567 running non-stop to Bellevue.

Sound Transit Long-Range Plan Update - RECORD #96 DETAIL

Submission Date : 6/18/2014
First Name : Brian
Last Name : Green
Submission Content : Hello,

96-1

I have followed the planning of the light rail line for years now, and I see two significant flaws. When planning far into the future, Sound Transit fails to bring the line right to Alderwood Mall (the #1 place in all of Lynnwood where people go), and fails to see the potential of Paine Field as a future airport requiring connection. Just because the few people at Mukilteo don't want it to be an airport now, doesn't mean it won't be a possibility if Boeing downsizes the location for tax reasons. Having the line go to Boeing is a win anyway considering the amount of people they employ.

I don't think people are really looking ahead at where people actually want to go. It's poor thinking to consider taking a train to a transit center, and then hopping on a bus to go to Alderwood Mall (and it doesn't even stop inside the mall).

Failing to see the criticality of Alderwood Mall, and Paine Field will hurt you later on when you don't see ridership where you want it to be. You have to get over city plans and realize that the only thing that matters is getting people to where they want to go with the fewest amount of stops (the airlines figured that out decades ago).

If you have any questions, please feel free to ask.

Sincerely,
 Brian Green

Fortes Fortuna Adiuvat

96-1

In the Long-Range Plan Update SEIS, the Lynnwood to Everett corridor is included in the Current Plan Alternative as potential rail extension corridor H. This corridor could serve Alderwood Mall depending on the alignment and station locations that are identified during system planning and project development. Please see Figure 2-7 in the Final SEIS.

The Potential Plan Modifications Alternative studied in the SEIS includes potential light rail corridor 13, which would directly serve the Paine Field/Boeing Everett Manufacturing and Industrial Center. As with other corridors studied under the Potential Plan Modifications Alternative, the Sound Transit Board could choose to add this corridor to the Long-Range Plan when updating the Long-Range Plan. The Long-Range Plan is scheduled to be updated at the end of 2014.

Sound Transit Long-Range Plan Update - RECORD #518 DETAIL**Submission Date :** 7/25/2014**First Name :** Tom**Last Name :** Griga**Submission Content :** As a resident of Ballard and seeing the explosion of construction in Ballard, South Lake Union, Capitol Hill and Downtown Seattle, I agree with following comments presented by the group Seattle Subway:

- 518-1 | 1. Review and update the population model being used in the studies. The PSRC numbers are clearly inaccurate in their 2035 projections.
- 518-2 | 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.
- 518-3 | 3. Study the highest quality option for Ballard to UW: The Ballard Spur presented by Seattle Subway would really provide a missing fast east-west connection across the city.
- 518-4 | 4. Present an option to the board for West Seattle that is easier to include in ST3. A light rail line from Ballard to West Seattle would be an amazing improvement over the current Rapid Ride.
- 518-5 | 5. Study alternative rail options such as sky train and heavy rail and study driverless rail technology to minimize travel times and operating costs.
- The city is growing fast and we need a transit system that can support it.
- Thanks,
- Tom Griga
7322 17th Ave NW
Seattle, WA 98117

518-1

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.

518-2

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

518-3

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

518-4

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.

518-5

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 #479 DETAIL**Submission Date :** 7/28/2014**First Name :** Karl**Last Name :** Groff**Submission Content :** Hi!

A few comments regarding the long range plan:

Don't skimp on the number of stations, it will be much harder to add more later.

Make sure the ridership projections and the station planning people are using the most up to date data. It sounds like the forecasts are all using old population data that doesn't reflect Ballard's sharp increase in population and growth rate.

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

This line will be amazing for the city, and will be insanely popular. Traveling east/west in this part of town is a NIGHTMARE. Do the right thing by the city! Thank you!

Karl

479-1

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.

479-2

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.

Submission # 487

Sound Transit Long-Range Plan Update - RECORD #487 DETAIL**Submission Date :** 7/28/2014**First Name :** Jim**Last Name :** Grunewald**Submission Content :** Hello Sound Transit,

I am a Ballard resident who works in West Seattle. I would much rather ride good public transit between home and work than commute by car. In my opinion, the transit options already instituted and proposed don't adequately serve many West Seattle and Ballard residents, at least not until far in the future. With the institution on the C and D bus lines, transit options have actually become more difficult, requiring at least two transfers to get to work and again to get home. Commuters from West Seattle north get caught in long backups on the West Seattle Freeway daily. When the viaduct comes down, commuting from Ballard south will be even more difficult.

I request that the transit plan include light rail from North Ballard to West Seattle, roughly along the lines of the defunct monorail proposal. I believe such a line should be added sooner rather than later. Large proportions of our two communities are not well served by the present plans, and will be underserved for the foreseeable future.

Please consider this situation in the long range plan.

Thank you for your service to our community!

Sincerely,

James Grunewald
Ballard

Sound Transit Long-Range Plan Update - RECORD #172 DETAIL**Submission Date :** 7/5/2014**First Name :** Jon**Last Name :** Gunther**Submission Content :** Dear Sound Transit,

Thank you for evaluating different HCT options in the Ballard to UW corridor. I believe that HCT in this corridor would be very beneficial for the city of Seattle and the greater Puget Sound area.

I am writing you to comment on the current ST plan. I encourage you to consider the proposals outlined in a recent posting on the Seattle Transit Blog<<http://seattletransitblog.com/2014/06/23/lets-build-the-ballard-spur/#more-54980>>.

- Namely, I suggest you consider their A4 option, which adds two critical stations at East Ballard and Aurora to the ST A3 design.

- Also, ST should 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.

- Additionally, it should be noted that 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.

- Also, it would be useful to know if driverless subway technology might be an option here in order to control costs and increase flexibility in operations.

- Lastly, it would be excellent to design the Ballard to UW line so that it can be extended both east and west in the future and have it provide a seamless transfer experience for riders at the UW district station on the main branch of Link running north/south.

Thanks for your consideration.

Regards,

Jon

--

Jon C. Gunther
jgunther@gmail.com<<mailto:jgunther@gmail.com>>
<http://www.linkedin.com/in/jongunther>

172-1

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

172-2

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

172-3

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.

238-1

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.

Sound Transit Long-Range Plan Update - RECORD #238 DETAIL

Submission Date : 7/16/2014

First Name : Jon

Last Name : Gunther

Submission Content : To whom it may concern,

Given the information in this posting<<http://seattletransitblog.com/2014/07/16/sound-transit-population-and-ridership-projections-much-too-low-in-lrp-studies/#comments>>, I suggest the following:

1. Please update the ridership and population projections in the corridor studies to more accurately represent growth in Seattle and the region.
2. Please use the corrected ridership projections to further the case to build the highest quality grade separated subway system possible.

Thanks,

Jon

--

Jon C. Gunther
jgunther@gmail.com<<mailto:jgunther@gmail.com>>
<http://www.linkedin.com/in/jongunther>

Sound Transit Long-Range Plan Update - RECORD #116 DETAIL
--

Submission Date :	6/16/2014
--------------------------	-----------

First Name :	Jason
---------------------	-------

Last Name :	Guthrie
--------------------	---------

Submission Content :	I live in Olympia and wish there were good transit options to go to and through Seattle. The capitol should be connected via commuter rail to the Seattle area. We love the central link and look forward to its expansion.
-----------------------------	---

	Park and ride lots are very important for us.
--	---

116-1

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. 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.

Sound Transit Long-Range Plan Update - RECORD #160 DETAIL**Submission Date :** 7/2/2014**First Name :** Kevin**Last Name :** Haag**Submission Content :** Hello ST,

I write in support of a light rail station at the intersection of Graham Street and MLK. This is a vibrant area currently light rail inaccessible to thousands of potential riders from Beacon Hill to Hillman City and beyond. The gap between the Columbia City and Othello stations is too large for transit riders who desire to walk to the light rail. I currently bike or drive instead of use light rail because I live too far to walk to either station. However, I would ride the light rail much more frequently to access my downtown job if there will be a stop at Graham Street. I request a very simple platform--nothing large or covered.

Thank you for receiving my feedback.

Kevin Haag
3320 S. Morgan St
Seattle, WA 98118
206-734-6087

160-1

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 #178 DETAIL**Submission Date :** 7/7/2014**First Name :** Andrew**Last Name :** Haas

Submission Content : I live in the Hillman City neighborhood in South Seattle. Please add a light rail station on Brighton St as was previously planned. If it was added I would definitely use Light Rail to commute to my job downtown. It would also act as a catalyst for much needed neighborhood revitalization and redevelopment. I would also like to see the historic streetcar re-established on Rainier Ave and two street lights added in downtown Hillman City to make the neighborhood business district walkable.

Thank you.

Andrew Haas
206-303-0127**178-1**

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 listed as a representative project under the Current Plan Alternative in the Long-Range Plan SEIS(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 were available.

Sound Transit already provides high-capacity transit service in the Rainier Valley with light rail along Martin Luther King Jr Blvd.

Sound Transit Long-Range Plan Update - RECORD #522 DETAIL**Submission Date :** 7/25/2014**First Name :** Brian R.**Last Name :** Haas**Submission Content :**

- 522-1
 - 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.
- 522-2
 - Driverless technology for new rail routes must be studied as part of Sound Transit's efforts to improve their financial sustainability in operations.
- 522-3
 - 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.
- 522-4
 - 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.
 - o 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.?
 - o Building the best line possible is the most important consideration in this corridor.?
- 522-5
 - 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.
 - o 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.
 - o 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.
- 522-6
 - o Design the Ballard to UW line so that it can be extended both east and west in the future.
- 522-7
 - Study a better Eastside Corridor.
 - o 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.
 - o 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.
 - o More stations please! LRP studies should include stations at Factoria, Bellevue College, Eastgate, Lakemont Boulevard and Historic Issaquah.
- 522-8
 - Present a better option to the board for rail to West Seattle.
 - o 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.
 - o 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.

522-1

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

522-2

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

522-3

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.

522-4

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

522-5

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

522-6

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.

522-7

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.

522-8

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.

Thank you!

Best,
Brian Haas

Sound Transit Long-Range Plan Update - RECORD #168 DETAIL**Submission Date :** 7/3/2014**First Name :** Karen**Last Name :** Haight

Submission Content : I didn't see a place to specifically support adding a station to the existing Link Light Rail line at Graham Street in south Seattle, so I'd like to add my support here. I live between the Othello and Columbia City stations, and the distance between them is such that it's difficult for me to walk to either. I often end up driving to the Columbia City station and parking in order to take the light rail.

I would be far more likely to use Link (and want to get away from my car as much as possible) if there was a station at Graham street. A stop in this area would also help our up-and-coming Hillman City business district and make this neighborhood a more viable option for commuters who want to live outside the downtown core but still have easy access to downtown.

Please reinstate the Graham Station in the long term plan!

168-1

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.

50-1

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 #50 DETAIL

Submission Date :	6/25/2014
First Name :	Lesley
Last Name :	Halverson
Submission Content :	Dear Sir/Madam:

50-1

In trying to prepare for the areas future transit needs I would really implore you to seriously consider putting in more and/or much larger park & rides so that those of us who would like to ride transit can have the opportunity to do so. At present if you live in Snohomish county (at least between the King/Snohomish county line and Everett) and need to take a bus into Seattle after about 8:00/8:30 a.m. you are out of luck as there is absolutely no parking in any of the park & rides. Not everyone works the "rush" hours nor does everyone live near a local bus line that can get them to the park & ride - for example I live about 2 miles from the nearest local bus stop, not very convenient to add an additional 45 min of walking time to an already long commute. I know that I am not the only one who has or has had this problem so I would truly appreciate it if you would at least take the issue into consideration.

Thank you.
Lesley A. Halverson

Long-Range Plan Draft Supplemental Environmental Impact Statement



Comment Form

Name: James Hamre

Address: _____

City: _____ State: _____ Zip Code: 98374

Email address: jimhamre@mintspring.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):

First off, before we start drawing lines all over the map we need to expand existing Seattle to Lakewood Sounder so that it runs all day/every day. We need mid-day service, evening service (incl for night Mariners/Seahawks/Sounders games) and Sat/Sun service. Then we can consider light rail and commuter rail extensions.

341-1

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

341-1

Sound Transit Long-Range Plan Update - RECORD #83 DETAIL**Submission Date :** 6/17/2014**First Name :** Don**Last Name :** Hanley**Submission Content :** I filled out your survey but there was no place to add these comments:

1. It is of highest concern to me that the Eastside Corridor become a RAIL transit option. Regardless of the shortsighted not in my back yard attitude of the leaders in Kirkland this project must move forward.

2. It is time to expand the revenue of Sound Transit. Tell me why those folks living in east King County get a FREE RIDE on their property taxes? That is where much of the growth is happening and these folks mostly drive to Seattle or Bellevue.

Thanks

Don Hanley
Kirkland WA

--

"Behold this day. It is yours to make."

? <http://www.goodreads.com/author/show/20071.Black_Elk> Black Elk

83-1

Local taxes collected within the Sound Transit district boundary that support Sound Transit are set as allowed by state law and voter approval. They include retail sales and use tax, motor vehicle excise tax (through 2028), and car rental tax. Sound Transit's funding sources are established in state law at RCW 81.104 and do not currently include the ability to collect real property tax.

83-1

126-1

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 #126 DETAIL

Submission Date : 6/14/2014

First Name : Matt

Last Name : Hardin

Submission Content : I was recently in the San Francisco bay area and I have to say, they have transit down! High speed rail that doesn't creep along at 20 mph and covers basically the whole city. It seems they may synchronize lights so the train doesn't have to stop at them too often, and that's just the "Metro". They have the VERY FAST BART that turns what would be a 40 minute drive across the Bay Bridge into a mere 15 minutes.

If this state really wants to get serious about public transportation, the rail needs to be high speed (get people to work faster than they could drive there), it needs to run 24 hours a day to accomodate ALL commuters (not just the 8-4, 9-5 crowd) and there needs to be buses to take people on the outskirts to the commuting "hubs" like Kent Station, Federal Way, Everett, Tacoma, Bellevue, etc. so they can jump on the high speed transit and not be stuck on a bus that takes an hour (or longer) to get them to Seattle.

I used to take transit all the time when I lived in Tacoma because I could walk to a bus stop that took me to a transit hub where I would take an Express bus directly to Seattle. Pretty easy and it only took about 15 minutes longer than driving would. Now I live in Kent (near Kentridge High School) and transit isn't really an option. I still work in the same location, but I work swing shift and there are no options for me unless I want to drive to a FULL Park and Ride and hop on a bus that will take twice as long as driving would. Plus, I work at a place that 90% of the time has free street parking, so it's really a no-brainer for me. There have been times, when I had to work the earlier shift and took a bus from my neighborhood to get to work and it took well over an hour (it takes 30-45 minutes depending on traffic to normally get to work). Now, if there was a bus from my neighborhood (or at least walking distance from it) that dropped me off at Kent Station and I was able to hop on a HIGH SPEED train (that ran 24 hours a day, or at least 20) that made me either get to work faster or at least in the same amount of time, then I'd ditch my car. I recently saw that Kent has a population over 100,000 now. It's not like I live out in Graham here. Having actual transit "options" nearby, not just a bus that comes by twice a day (in the morning to pick up, afternoon to drop off) or a full park and ride for a VERY SLOW bus that makes 20 stops before mine. Even a "Kent Express" bus would be great.

Hopefully you found this helpful. I actually do miss my bus time where I could sleep, read, play games on my phone, or maybe even talk to people, but the limited transit options for us not quite close enough to the traffic hubs, not in "EXPRESS" territory, or who work at "uncommon" hours are basically shutout when it comes to public transportation. My mantra is this: to get people out of their cars, get them to work faster than driving. Most of Europe has it down, east Asia has it down, New York has it down, the Bay Area has it down, heck even Portland and Vancouver, BC do better than Seattle Metro. We may have the problem of being more spread out, but we have smart people here who can figure things out, so let's do it! I vote for more frequent, faster trains and branch out to us just barely outside of "downtown" from there. Thanks for listening to someone who would be "all-in" on convenient transit.

--Matt Hardin

126-1

420-1

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 #420 DETAIL
--

Submission Date : 7/28/2014

First Name : Sally

Last Name : Hardwick

Submission Content : West Seattle is getting more congested by the day. The bridge can't handle the increase in population brought on by poorly regulated new construction. We have so many projects with apartments that are just being built and are in the planning stages, our infrastructure will not be able to handle it. It can barely handle it now. West Seattle should have had light rail in place long before the Viaduct project, but now that that is underway we need it more than ever. West Seattle should be the NUMBER ONE priority in getting public transportation to downtown that does not involve buses. Buses should go the way of the dinosaur, and we NEED light rail.

I grew up in Boston with the T, and that is a great public transportation system. We are long overdue for this kind of project.

Sally

Sally Hardwick
Administrator/Broker
Berkshire Hathaway HomeServices
Northwest Real Estate
4700 42nd Ave SW, Suite 600
Seattle WA 98116

Office: 206-932-4500 Direct: 206-938-6848
Fax: 206-932-4505 e-Fax 206-805-8405
SallyHardwick@BHHSNWRE.com<mailto:SallyHardwick@BHHSNWRE.com>
>

[Northwest Real Estate Signature 3.jpg]

Submission # 58

Sound Transit Long-Range Plan Update - RECORD #58 DETAIL

Submission Date :	6/23/2014
First Name :	Sharon
Last Name :	Harris
Submission Content :	Please just get it done - sooner that later. At 72, I'd like to ride it once to the airport.
	--
	Sharon Harris, MSW

Submission # 246

Sound Transit Long-Range Plan Update - RECORD #246 DETAIL
--

Submission Date : 7/14/2014

First Name : Robin

Last Name : Harris

Submission Content : Hello, I have been riding bus 574 from Lakewood since it's inception. I commute 2 hrs each way including my ride on the bus to the airport. There are a lot of us that work South of the airport as housing is cheaper in the South as the opposed to the North.

Please consider expanding the light rail to the south instead of the north much sooner you planned. I would like to be able to utilize the Light Rail sometime before I retire.

Thanks Robin Harris
Eatonville Wa.

Sound Transit Long-Range Plan Update - RECORD #446 DETAIL
--

Submission Date :	7/28/2014
First Name :	Erin
Last Name :	Harris
Submission Content :	Thank you for accepting public comments. My comments are attached.
Attachments :	lrpccomments.pdf (43 kb)

LRP Update DSEIS Comments

- 446-1 • 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.
- 446-2 • Driverless technology for new rail routes must be studied as part of Sound Transit's efforts to improve their financial sustainability in operations.
- 446-3 • 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.
- 446-4 • 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.
- 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.
- 446-5 • 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.
- 446-6 • Design the Ballard to UW line so that it can be extended both east and west in the future.
- 446-7 • 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.
- 446-8 • 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.

446-1

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

446-2

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

446-3

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.

446-4

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

446-5

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

446-6

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.

446-7

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.

446-8

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.



Sound Transit Long-Range Plan Update - RECORD #472 DETAIL**Submission Date :** 7/28/2014**First Name :** Michael**Last Name :** Hart**Submission Content :** Dear Sound Transit Board:

472-1 | My main comments on the Draft EIS and Long-Range Plan focus on two main areas: Lack of mention about traffic congestion relief as a stated goal, and lack of mention about completion of previous commitments before adding additional expansion of light rail.

The Draft EIS and Long-Range Plan do not appear to list traffic congestion relief as a stated goal of any of the plans. To get maximum support of the plans, including the Draft EIS, traffic congestion relief should be emphasized as a stated primary goal of Sound Transit.

472-2 | Sound Transit previously committed to building several parking garages in main transit areas, including a second parking garage in Auburn near the commuter rail station. Before any additional expansion of the system is to be considered, previous commitments should be honored and built. This would improve the credibility of Sound Transit.

The most recent on-line survey does not allow for comments to explain responses to answers of the survey. Additionally, the questions of the on-line survey seem to have a bias (e.g., answers to questions did not allow a selection of support for commuter rail and busses without support for light rail).

- Michael Hart

472-1

The current Long-Range Plan states that the goal of the plan "is to improve the way we, as a region, move. Whether people travel to work, school, recreation or shopping, the goal is to provide more options -- dependable alternatives for moving within our communities and the region." Traffic congestion relief is not expressly stated as a goal since latent demand for roadway space is generally considered to be high. While high-capacity transit could provide some level of traffic congestion relief, as noted in Section 3.5.2 of the Final SEIS, the alternatives would result in relatively small reductions in congestion on regional roadways. Reliable high-capacity transit service does, however, provide travel options for riders that may be faster and more convenient.

472-2

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 #512 DETAIL**Submission Date :** 7/25/2014**First Name :** Ryan**Last Name :** Haskell**Submission Content :** Dear Sound Transit,

I'm writing you as a strong supporter and daily user of public transportation in King County and in support of Seattle Subway's position on the long range transit plan. Public Transportation is very important to me, personally, because I have no other way of getting around, but also because I believe it be an essential element to a healthy and vibrant economy and culture for a large city.

I also believe that people should be able to travel widely even if they can't afford a car or wish not to own one. Not to mention the long run savings of money and costs to the environment by breaking away from dependence on personal vehicles. As such I think grade separated public transportation is a necessity in and around Seattle and needs to be greatly expanded to meet the increasing need. As stated I strongly support the positions put forward by Seattle Subway listed below.

Thank you,
Ryan Haskell

512-1

512-2

512-3

512-4

512-5

512-6

512-7

- 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.

- o 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.?

- o 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.

- o 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.

- o 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.

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

- Study a better Eastside Corridor.

512-1

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

512-2

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

512-3

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

512-4

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.

512-5

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

512-6

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

512-7

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.

512-8

o 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.

o 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.

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

512-9

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

o 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.

o 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.

512-8

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.

512-9

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 #259 DETAIL
--

Submission Date :	7/11/2014
--------------------------	-----------

First Name :	Nicholas
---------------------	----------

Last Name :	Hassell
--------------------	---------

Submission Content :	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. 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.

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

259-1

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

259-2

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 #521 DETAIL	
--	--

Submission Date :	7/25/2014
--------------------------	-----------

First Name :	Donna
---------------------	-------

Last Name :	Hawkey
--------------------	--------

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

521-1 |

I just wonder when the North End here Lake Forest Park, Kenmore, Bothell will be getting Sound Transit?

Thank you,
Donna Hawkey
dhawkey@comcast.net

521-1

Several corridors in the Current Plan and the Potential Plan Modifications Alternatives could provide service to the North End. In particular, the Current Plan includes high capacity transit service in the I-405 corridor and along SR 522 between Northgate and Bothell. Following issuance of the Final SEIS, the Sound Transit Board will update the Long-Range Plan and provide direction regarding how potential HCT expansion could occur. The timeframe for delivering projects included in the updated Long-Range Plan has not yet been determined.

Sound Transit Long-Range Plan Update - RECORD #266 DETAIL**Submission Date :** 7/11/2014**First Name :** Joanne**Last Name :** Hedou**Submission Content :** Seattle Transit Blog SP1 Lake WA Crossing proposal is a BAD idea.

266-1

This is a naive proposal. I wish the writer had revealed their name. I have lived in or near Kirkland since 1979 and it has always been a traffic nightmare. Transportation planners have just barely kept up with demand because the city is constrained by Lake Washington and the existing downtown on the waterfront which would be completely destroyed by this idea. The state changed 85th the main road east -west from a state highway to acknowledge this is not an effective regional thruway/arterial years ago. This is not nimbyism. I like the idea of a north Lake Washington crossing but it needs to be at a location that links to infrastructure with more capacity and which goes directly to either downtown Bellevue, downtown Redmond or to the Microsoft Campus in Redmond. A crossing at this location could be connected to a subway; the construction of which would be disruptive for a long time, or go further north or south. Paralleling 520 is not a bad idea. I believe the person who wrote this either doesn't know the eastside or they just don't care about small communities. Kirkland may be the 10th largest city in WA but that is because of annexations which make it a large city in area not because it is an urban center.

266-1

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

In response to public comments on the Draft SEIS, a UW to Sand Point to Kirkland to Redmond light rail 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. As with other corridors studied under the Potential Plan Modifications Alternative, the Sound Transit Board could choose to add this corridor to the Long-Range Plan when updating the Long-Range Plan. The Long-Range Plan is scheduled to be updated at the end of 2014.

214-1

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 #214 DETAIL
--

Submission Date : 7/8/2014

First Name : Gregory

Last Name : Heller

Submission Content : As a resident of capitol hill, i am impacted by the fact that the hill is the nexus for nearly all east-side bound traffic. Sound Transit needs to consider other alternatives, and the proposed Sandpoint crossing, put forward by Seattle Subway, is worthy of consideration.

--

~~~~~  
 Gregory Heller  
 aim/skype/gtalk gregoryheller  
<http://gregoryheller.com><<http://gregoryheller.com/>> |  
<http://www.twitter.com/gregoryheller>  
<http://hungryseattle.com><<http://hungryseattle.com/>> |  
<http://www.twitter.com/hungryseattle>

**188-1**

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. A direct route between Capitol Hill and the VA might best be serviced by a local transit partner agency.

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #188 DETAIL</b> |
|------------------------------------------------------------------|

|                          |          |
|--------------------------|----------|
| <b>Submission Date :</b> | 7/7/2014 |
|--------------------------|----------|

|                     |       |
|---------------------|-------|
| <b>First Name :</b> | Karen |
|---------------------|-------|

|                    |             |
|--------------------|-------------|
| <b>Last Name :</b> | Hendrickson |
|--------------------|-------------|

|                             |                                                                                                                                                                                                                              |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | There is significant need on Capitol Hill for people who work or receive care at the VA to have a fast and direct commute between Capitol Hill and the VA. This is a problem for people in my family and in my neighborhood. |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

188-1

Submission # 268

---

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #268 DETAIL</b> |
|------------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 7/18/2014 |
|--------------------------|-----------|

|                     |        |
|---------------------|--------|
| <b>First Name :</b> | Robert |
|---------------------|--------|

|                    |        |
|--------------------|--------|
| <b>Last Name :</b> | Henkel |
|--------------------|--------|

|                             |                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | I have been retired for several years. When I was working I bought my own car. Paid for my tabs every year. Lived close to my work so I could save money. Bought my own gas. Now you want me to help pay for people to get to work who live 30 miles from their work. How stupid an idea do you have? Let the people pay their own way to work just like I did. |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Submission # 314

## Long-Range Plan Draft Supplemental Environmental Impact Statement



### Comment Form

Name: Gary HergertAddress: 14002 125th PL NECity: Kirkland State: WA Zip Code: 98034Email address: hergert@hotmail.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 support using the Eastside Rail Corridor for light rail on the Eastside. This seems to be the most cost effective solution with most of the right of way already purchased. This would also help with the influx of Boeing Employees that are relocating to the Bothell/Canyon Park area from Everett.

**Sound Transit Long-Range Plan Update - RECORD #516 DETAIL****Submission Date :** 7/25/2014**First Name :** Samantha**Last Name :** Herndon**Submission Content :** Hello,

- 516-1 | I'm a Seattle resident and frequent transit user. I have some comments for you regarding the Sound Transit Long Range Plan.
- I strongly urge that Sound Transit:
1. Maintain current Metro service. Cuts to buses hit working low-income people the hardest. Work with the legislature and local businesses to find funding solutions.
  - 516-2 | 2. Review and update the population model being used in the studies. The PSRC numbers are clearly inaccurate in their 2035 projections.
  - 516-3 | 3. 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.
  - 516-4 | 4. Study the highest quality option for Ballard to UW: The Ballard Spur.
  - 516-5 | 5. Study a better Eastside corridor.
  - 516-6 | 6. Present an option to the board for West Seattle that is easier to include in ST3.
  - 516-7 | 7. Study alternative rail options such as sky train and heavy rail and study driverless rail technology.

Thank you for your consideration,

Samantha Herndon

**516-1**

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.

**516-2**

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.

**516-3**

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

**516-4**

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

**516-5**

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.

**516-6**

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.

**516-7**

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 # 524

---

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #524 DETAIL</b> |
|------------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 7/25/2014 |
|--------------------------|-----------|

|                     |       |
|---------------------|-------|
| <b>First Name :</b> | Tyler |
|---------------------|-------|

|                    |      |
|--------------------|------|
| <b>Last Name :</b> | Hill |
|--------------------|------|

|                             |        |
|-----------------------------|--------|
| <b>Submission Content :</b> | Hello, |
|-----------------------------|--------|

This is just an open ended request, but: I live on Mid-Beacon Hill and commute to Stone Way. Currently, the transit options to get between the two are pretty dire. According the the Metro trip planner, the fastest I could get between the two locations is roughly an hour and a half, with at least one transfer... which is sad, since the physical distance is only something like 8 miles.

I just wanted to point out this particular shortcoming in the current transit layout.

Thanks for your time!  
-Tyler Hill

-----  
Tyler Hill Illustration and Design, LLC  
GeneralTheoryOfCreativity.com<<http://www.generaltheoryofcreativity.com/>>

# Long-Range Plan Draft Supplemental Environmental Impact Statement

## Comment Form



Name: Jennie M. Hills  
 Address: 32723 14th Pl. S. Apt #N-105  
 City: FW State: WA Zip Code: 98003  
 Email address: jennie.m.hills@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):

342-1

I think that they need to bring light-rail  
 like link through some of the neighbor roads  
 around south St & Pac Hwy so & get rid of  
 some of the city buses

I also think that they need to bring light-rail  
 link all the way down south Street & Pac Hwy so  
 & over by Costco so that a lot of the city buses  
 don't have to run a lot & this would save some  
 traffic problems maybe NOT all traffic  
 problems but most traffic problems; it would  
 also give riders easier access to NOT have to  
 & a lot of the city buses w/ bags, shopping  
 carts, strollers, etc items too

### 342-1

Detailed alignment and station location decisions are currently being evaluated as part of the Federal Way Link Extension project. For additional information, please visit Sound Transit's website at: <http://www.soundtransit.org/projects-and-plans/federal-way-link-extension>

**483-1**

The Current Plan Alternative (see Figure 2-7 in the Final SEIS) includes a potential rail corridor between Ballard and UW.

**Sound Transit Long-Range Plan Update - RECORD #483 DETAIL**

**Submission Date :** 7/28/2014

**First Name :** Christopher

**Last Name :** Hoffman

**Submission Content :** Please study all the ways to find the fastest possible grade separated transit from Ballard to the UW. Include this in the sound transit three ballot measure in 2016.

Chris Hoffman

483-1

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #261 DETAIL</b> |
|------------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 7/18/2014 |
|--------------------------|-----------|

|                     |        |
|---------------------|--------|
| <b>First Name :</b> | Calvin |
|---------------------|--------|

|                    |         |
|--------------------|---------|
| <b>Last Name :</b> | Hoggard |
|--------------------|---------|

|                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | I believe Sound Transit needs to reconsider the inadequacy of parking available at the stations in outlying areas. I have given up driving to the station off of 518 in Tukwila and just drive straight into town because I am consistently unable to park at the train station. It seems to defeat the purpose of rail if persons cannot get access due to inadequate parking at stations. I do not experience this in San Diego and other cities I visit that have rail. It makes me less willing to vote to tax myself for something I cannot use when I need to. |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Calvin Hoggard  
18654 110th PL SE  
Renton, WA 98055

**261-1**

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.

The representative projects list in SEIS Appendix A, Table A-6, includes increasing parking capacity at the Tukwila/International Blvd Station.

# Long-Range Plan Draft Supplemental Environmental Impact Statement



## Comment Form

Name: Jane Hagland  
 Address: 3621 143rd Pl NW  
 City: Maple Valley State: WA Zip Code: 98271  
 Email address: jkhagland@live.com  
☒ Please sign me up for project email updates jane.hagland@rodlandtoyota.com

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):

**NO** - There is no room for light rail  
system on Evergreen way and it  
will destroy drive by business

Most people going down Evergreen  
are leaving or going to Local  
Businesses, not passing through.

Most people live in surrounding  
"bedroom" communities and will not  
be taking public transportation due  
to lack of outlying area service

We are an auto dealer that pays  
millions in taxes annually - why  
would you want to lose that income?

563-1

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.

563-1

563-1

Everett Mall to Everett Train Station is transit hub.  
Use Broadway or I-5. Use buses to connect  
to sub-areas.

### Sound Transit Long-Range Plan Update:

Please submit your comments by July 28, 2014.  
For more information: [www.soundtransit.org/LongRangePlan](http://www.soundtransit.org/LongRangePlan)

Thank you for

To submit your comment:

- Leave in boxes at post office
- Fold this page, stamp, and place in box at address provided at right
- Email comment to: [LongRangePlan@soundtransit.org](mailto:LongRangePlan@soundtransit.org)

You can also take our online survey at:  
[www.soundtransit.org/longrangeplan](http://www.soundtransit.org/longrangeplan)



Sound Transit  
Attn: Karin Ertl  
401 S. Jackson St.  
Seattle, WA 98104



Submission # 345

# Long-Range Plan Draft Supplemental Environmental Impact Statement



## Comment Form

Name:

Susan Honda

Address:

33714 4th Ave SW

City:

FW

State:

Zip Code:

98023

Email address:

hondaFW @ hotmail 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):

Would like to know light rail  
alignment sooner than 2016 -

Would think I-5 would be best choice  
for tracks

**Sound Transit Long-Range Plan Update - RECORD #229 DETAIL****Submission Date :** 7/7/2014**First Name :** Jonathan**Last Name :** Hopkins**Submission Content :** I am very impressed with the long rang plan work that ST has done. I think we are studying the correct corridors, and agree with most of the findings.

In particular:

1. Support the Branch and trunk BRT option on the eastside up existing 405, instead of the ERC which makes no sense. The north-south sections between Kirkland and Renton should be BRT based upon ST study.

2. The West Seattle study option that has two separate light rail lines is the best option: One line terminates in West Seattle and the other goes express from downtown through Georgetown to Burien, then eastbound to Renton. This is the best South King/West Seattle option.

3. Ballard to UW must be grade separated rail and include stops in N. Fremont and Wallingford.

4. Ballard to downtown is best as option D grade separated through Fremont and Queen Anne

5. My only major concern is a study that wasn't done: Routing from UW to Kirkland makes ZERO sense across the 520 bridge. If that is the only option, this route should not even be built. HOWEVER, there is an option that makes an immense amount of sense and is an improvement over anything currently available by car or bus: That is a Sand Point to Kirkland crossing. It is faster, it is direct, and it isn't redundant to East Link. It serves N. Seattle as well as points North of Seattle that want to get to the East Side. This study really must be done if Sound Transit is serious about planning for the future. Any routing across the 520 bridge would be a waste of resources. Sand Point to Kirkland and on to Redmond would be highly beneficial, however.

Thank you for your time!!! You guys are doing great work!  
—Jonathan

Jonathan J. Hopkins  
Seattle, Washington  
360-957-5468

**229-1**

Sound Transit acknowledges support for an alignment option between downtown Seattle and West Seattle that was evaluated in one of Sound Transit's high-capacity transit (HCT) corridor studies. As described in Section 2.2.3 of the Final SEIS, the HCT corridor studies that were completed in fall 2014 will inform the Sound Transit Board's consideration of potential updates to Sound Transit's Long-Range Plan. The South King County HCT Corridor Study considered various route options. 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.

For the Long-Range Plan Update Supplemental Environmental Impact Statement (SEIS), the downtown Seattle to West Seattle corridor was evaluated very broadly as part of the Current Plan Alternative (see Chapter 2 of the Final SEIS). Unlike the HCT corridor studies, the SEIS does not consider various route or alignment options for each of the corridors. 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." Similarly, 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. At that time, the public will have additional opportunities to provide review and comment.

**229-2**

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

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.

**229-3**

The Ballard to Downtown Seattle corridor is included in the Current Plan Alternative evaluated in this SEIS as corridor F. 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 and they were completed in summer 2014. These studies included the Ballard to Downtown 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. After the Sound Transit Board updates the Long-Range



**229-3**

Plan, the Board may direct Sound Transit to begin system planning. During system planning (developing a future regional transit ballot measure) the projects from the updated Long-Range Plan that will be included in the next round of investments will be identified.

Although corridors for future investments are selected during system planning, 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 as part of project development. Project development occurs after the system planning process, once corridors have been approved for funding as part of a ballot measure.

**229-4**

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 #43 DETAIL****Submission Date :** 6/18/2014**First Name :** E.S.**Last Name :** Howe**Submission Content :** Comments re: Sound Transit Supplemental EIS

While Billions of dollars are budgeted for the Link system, bus services could be enhanced for very few dollars, impacting greater ridership.

43-1 | Traffic pull-outs for buses would offer greater rider safety and allow for improved traffic flow.

43-2 | Enhancing bus service to Commuter Rail and Link centers would better respond to the movement of the population. Bus routes can be easily changed to adapt to population flow.

While it might be enticing to have high tech trains, the area lends itself to an extensive bus system. Commuter rail is often shut down on the northern route due to landslides. Link is limited in its service area, but more importantly is the most costly per-ride system.

43-3 | In the years beyond 2023, I see Sound Transit as a coordinating agency between city and county transit services, limiting the budget to administrative coordinators and not empire builders.

E.S. Howe  
Auburn, WA

**43-1**

Specific design measures to address safety and traffic flow would be identified in the future as Sound Transit implements funded projects and services. Such design measures could potentially include those suggested in the comment.

**43-2**

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

**43-3**

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.

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #132 DETAIL</b> |
|------------------------------------------------------------------|

**Submission Date :** 6/13/2014

**First Name :** Gina

**Last Name :** Howe

**Submission Content :** I took the long range plan survey, but didn't see an option for an express bus between Kent and Downtown Seattle. Is there a way to add that to the discussion? Or is the plan to increase the frequency of the Sounder trips?

Thank you!

Gina Howe

**132-1**

For the Final SEIS, the Potential Plan Modifications Alternative (see Figure 2-10 in the Final SEIS) regional express bus/ bus rapid transit corridor 33 (Puyallup to downtown Seattle via Kent, Rainier Valley) has been modified to provide service between Kent and downtown Seattle.

**Sound Transit Long-Range Plan Update - RECORD #509 DETAIL****Submission Date :** 7/25/2014**First Name :** Chris and Audrey**Last Name :** Hoyt**Submission Content :** Hi there ST,

We are completely on board with the folks over at Seattle Subway. Here are some of their suggestions for the long range plan:

Present an option to the board for West Seattle that is easier to include in ST3. They discuss this in detail here<<https://act.myngp.com/el/-2822835511192715264/-7034608324301553664>>.

also,

1. Review and update the population model being used in the studies. The PSRC numbers are clearly inaccurate in their 2035 projections. They discuss this in detail here<<https://act.myngp.com/el/-2822835511192715264/-7322838700453265408>>.

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. They discuss this in detail here<<https://act.myngp.com/el/-2822835511192715264/-7250781106415337472>>.

3. Study the highest quality option for Ballard to UW: The Ballard Spur. They discuss this in detail here<<https://act.myngp.com/el/-2822835511192715264/-7178723512377409536>>.

4. Study a better Eastside corridor. They discuss this in detail here<<https://act.myngp.com/el/-2822835511192715264/-7106665918339481600>>.

Thanks for your time!

Chris and Audrey Hoyt

**509-1**

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.

**509-2**

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.

**509-3**

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

**509-4**

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

**509-5**

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.

# Long-Range Plan Draft Supplemental Environmental Impact Statement



## Comment Form

Name: ROBERT HUNT  
 Address: 6720 61<sup>ST</sup> PL NE  
 City: WASHVILLE State: WA Zip Code: 98270  
 Email address: tabebaldregmail.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):

WORKING IN THIS CITY FOR THE LAST TWENTY  
 YEARS AND SEEING HOW THE TRAFFIC IS ALREADY  
 GETTING TOUGH TO NAVIGATE, DUE TO 41<sup>ST</sup> STREET  
 OVERPASS BACK UPS AND NEW LIGHTS UP AND  
 DOWN HWY 99. ADDING A LIGHT RAIL "BART"  
 STYLE TRANSIT SYSTEM WOULD NEGATIVELY IMPACT  
 ALL BUSINESSES UP AND DOWN HWY 99.

### 570-1

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.

**278-1**

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

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #278 DETAIL</b> |
|------------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 7/10/2014 |
|--------------------------|-----------|

|                     |        |
|---------------------|--------|
| <b>First Name :</b> | Alyssa |
|---------------------|--------|

|                    |       |
|--------------------|-------|
| <b>Last Name :</b> | Irwin |
|--------------------|-------|

|                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | <p>I recently read a blog post that proposed a rail crossing from Sand Point to Kirkland and would connect Ballard to Fremont, the U District, Kirkland, and Redmond. In short this option looks amazing to me as someone who lives in Ballard and works on the East side and has family in Sand Point. I prefer to use public transportation but currently the commute options are lacking for going anywhere from Ballard except downtown. I'm seeing a ton of enthusiasm for this option on social media so I wanted to make sure to actually email and voice my support for a study to see if this route would be feasible to not only connect more of Seattle to the East side but also to help connect the western and eastern parts of Seattle.</p> |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Thanks for your time,  
Alyssa Irwin

**Sound Transit Long-Range Plan Update - RECORD #258 DETAIL**

**Submission Date :** 7/11/2014  
**First Name :** Loren  
**Last Name :** Isaac  
**Submission Content :** Hello,

- 258-1 | Having been born and raised in Seattle and remembering traffic before the building of I-5. I think it would be a great boon to Seattle to have a rapid transit line running east-west between Ballard (as far as the locks) and the University District. Ideally it could be extended east to touch on The U Village, Childrens Hospital and Magnuson Park.
- 258-2 | This part of Seattle is geographically the widest part of the city to have continuous residential and scattered business areas. West Seattle and Beacon Hill/Rainier Valley are separated by a vast industrial area. Both of those areas relate more north-south to downtown than east west. Having lived both just north of The U village and later in Lake City we still had many activities for our kids in the Ballard area. Increasing the speed and convenience of east /west travel in the north end of Seattle would be a great benefit.
- Secondarily, I believe it is important that we study all options for crossing Lake Washington. I especially am interested in a Sand Point to Kirkland Crossing. If this were done as rapid transit only the design options would be multiplied. The shorter the transit time between neighborhoods and work destinations the more riders you will attract. Living in North Seattle and working at Microsoft is a problem. Either one fights traffic and pays a toll on the 520 bridge or one travels south through downtown to Rainier Valley on the light rail and then transfers to the east side light rail crossing to south Bellevue and then travels north through all those stations before getting to Microsoft.
- A straight shot across the Lake through Kirkland would be much quicker and attract more riders. Also the people on the East Side would have much more convenient circulation when that route was connected up to the system currently being built. Ultimately we will want an efficient region wide rapid transit system. We need to be planning with a good eye to the long range goals and not building in such a way as to limit our future flexibility.
- Thank you for your time and work,  
Loren Isaac

**258-1**

The Current Plan Alternative (see Figure 2-7 in the Final SEIS) includes a rail corridor between Ballard and the UW (corridor G). A UW to Sand Point to Kirkland to Redmond light rail corridor has been added to the Potential Plan Modifications Alternative and would extend eastward from UW. Please see Figure 2-9 in the Final SEIS for the location of Corridor 14.

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.

**258-2**

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

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #421 DETAIL</b> |
|------------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 7/28/2014 |
|--------------------------|-----------|

|                     |       |
|---------------------|-------|
| <b>First Name :</b> | Loren |
|---------------------|-------|

|                    |       |
|--------------------|-------|
| <b>Last Name :</b> | Isaac |
|--------------------|-------|

|                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | <p>I am very much in favor of a comprehensive transit plan for the metropolitan Seattle area but am also convinced that rapid transit (light rail/subway) for Seattle itself and immediate suburbs is of most importance. I was born and raised in Seattle and have been waiting for this since the Monorail was built for the World's Fair when I was a child. In addition to the light rail work already in place I think that the most important areas of need are:</p> |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|    |                                       |
|----|---------------------------------------|
| 1. | A North Ballard to West Seattle Line. |
|----|---------------------------------------|

|    |                                                    |
|----|----------------------------------------------------|
| 2. | A North Ballard to Lake City/Lake Forest Park Line |
|----|----------------------------------------------------|

|    |                                      |
|----|--------------------------------------|
| 3. | A West Ballard to Magnuson Park Line |
|----|--------------------------------------|

|    |                                                                                                                                                          |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4. | <p>A Magnuson Park to Kirkland line<br/>         There are other places I would like to see transit developed but I feel these need attention first.</p> |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------------------------|
| <p>Please put some emphasis on speed. I have been waiting since 1962 for this. I would like to see it before I am no longer here.</p> |
|---------------------------------------------------------------------------------------------------------------------------------------|

|             |
|-------------|
| Loren Isaac |
|-------------|

**421-1**

A Ballard to Downtown Seattle corridor is included in the Current Plan Alternative evaluated in this SEIS as corridor F, while the Downtown Seattle to West Seattle/Burien corridor is included in the Final SEIS Potential Plan Modifications Alternative as corridor 2. Please see Figures 2-7 and 2-9 in the Final SEIS showing the general locations of these corridors.

**421-2**

The Current Plan Alternative (See Figure 2-7 in the Final SEIS) includes rail corridor G - Ballard to UW and the Potential Plan Modifications Alternative (see Figure 2-9 in the Final SEIS) includes light rail corridor 14 - UW to Sand Point to Kirkland to Redmond. Together these two corridors would provide a connection between Ballard and Magnuson Park.

**421-3**

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 #562 DETAIL****Submission Date :** 7/24/2014**First Name :** Nik**Last Name :** Ivancevich**Submission Content :** Please study rail along Aurora, to serve Phinney, Greenwood, and points North. Greenwood & Phinney combined have more than half the population of ALL of West Seattle.

562-2 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.

562-3 Driverless technology for new rail routes must be studied as part of Sound Transit's efforts to improve their financial sustainability in operations.

562-4 Please 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.

562-5 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.?

562-6 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.

562-7 Design the Ballard to UW line so that it can be extended both east and west in the future.

562-8 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.

562-9 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,

Nikolas Ivancevich

**562-1**

There are two light rail corridors in the Potential Plan Modifications Alternative that could include rail along Aurora Avenue N (SR 99). These are: Corridor 1 - Downtown Seattle to Magnolia/Ballard to Shoreline Community College, and Corridor 11 - Ballard to Bothell via Northgate. Please see Figure 2-9 of the Final SEIS for the location of these corridors.

**562-2**

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

**562-3**

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

**562-4**

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.

**562-5**

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

**562-6**

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

**562-7**

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.

**562-8**

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.

**562-9**

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 #135 DETAIL****Submission Date :** 6/13/2014**First Name :** Christian**Last Name :** Jacobsen**Submission Content :** Thank you for asking for feedback, providing an interesting survey, and also providing this email address! I hope the data you gather is informative and useful.

135-1

My biggest problem with all of these plans I have seen presented is that they do very little to help people move within the city of Seattle itself. Getting from SoDo to UDist or Ballard, or trying to get from Capitol Hill to anywhere west of I5 is essentially impossible.

Drawing in more people from the north end, the east side, the south end, or even from West Seattle, will only exacerbate the problems with Seattle's existing infrastructure.

If Seattle had an integrated and effective public transit plan that allowed people to move around the city efficiently, they could park their cars at convenient locations outside the downtown area and use public transit.

Creating a fastlane into downtown from Renton, or Lynnwood, or Issaquah simply dumps more people into the trash compactor that is the core of Seattle. (By "core" I mean, Boeing Field to Northgate, bounded by the water on the east and west.)

Stacking more transit busses up on 3rd ave isn't a solution. That's already broken. Trying to send more busses up Pike or Pine or 45th Ave will just slow the snail's pace of traffic even further.

So before we create big fat people-pipelines into the city, we need to figure out what to do with those people who are already here.

And street-level solutions can't support the existing capacity, much less new riders.

Imagine a monorail that was more of a ski-lift (with enclosed pods). Or a ring subway line that went from Cap Hill, Udist, Fremont, 1st Ave, North Beacon Hill route, and made a full transit every 45 minutes.

135-2

We have to go up or down. Street level is packed, and isn't going to get better until we give people effective ways to get across town. Ways that don't involve sitting on a packed bus, stopped at 3rd and Pike for 10 minutes while the busses in front clear the queue.

Thanks for listening to my rant,  
Christian Jacobsen

-----  
-----  
<<http://www.boombachicken.com/>> Boomba Chicken - Tell Your Story,  
Engage  
Your Fans  
Christian@BoombaChicken.com - 206.399.0068  
-----  
-----

**135-1**

Both the Current Plan Alternative and Potential Plan Modifications Alternative (see Figures 2-7 and 2-9 in the Final SEIS) includes light rail and HCT corridors within the city of Seattle. These include corridors F, G, 1, 24, 25, 23, 2, and 8.

**135-2**

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

|                                                                 |
|-----------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #68 DETAIL</b> |
|-----------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 6/19/2014 |
|--------------------------|-----------|

|                     |     |
|---------------------|-----|
| <b>First Name :</b> | Pat |
|---------------------|-----|

|                    |       |
|--------------------|-------|
| <b>Last Name :</b> | James |
|--------------------|-------|

|                             |                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | <p>There is not enough parking at the Tukwila Light-rail Station. And now there are reserved spots. I have driven to light rail to go to an event downtown and have driven right back home due to no parking. Since this has happened numerous times, I have now chosen to not partake in any events in Seattle. I am also amazed at the number of other people driving around looking for parking. Many just give up and drive downtown.</p> |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

If you want people to use the light rail, please use your funds to construct a parking garage at the light rail station at Tukwila. I think you will see your ridership increase tremendously.

Thanks.

**68-1**

Increasing parking capacity at Tukwila/International Blvd 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 along a corridor if funding is available.

**Sound Transit Long-Range Plan Update - RECORD #390 DETAIL**

**Submission Date :** 7/28/2014  
**First Name :** Michael  
**Last Name :** James  
**Submission Content :** Michael James  
City of Puyallup resident  
2704 32nd Ave. SE  
Puyallup, WA 98374

Dear Sound Transit:

As a resident of the City of Puyallup, please consider these comments for your LRP Update. I strongly support a north/south BRT corridor as you have provided in corridor 22 of your SEIS.

- 390-1 | \* Corridor 5 (LRT: Lakewood to Spanaway to Fredrickson to South Hill to Puyallup) - Please work with Pierce Transit to consider BRT or express bus modes in this corridor. At this time this corridor will not warrant LRT investment.
- 390-2 | \* Corridor 7 (LRT: Puyallup/Sumner to Renton via SR 167) - Please consider additional capacity and frequency of the Sounder southline instead. Off peak frequency of an hour service would be very good. Consider constructing an additional track between Puyallup and Tukwila for added capacity.
- 390-3 | \* Corridor 16 (Commuter Rail: Puyallup/Sumner to Orting) - Please consider express bus or BRT for this corridor. Commuter Rail in this corridor is not consistent with local or regional land use plans.
- 390-4 | \* Corridor 18 (Commuter Rail: Tacoma to Frederickson) - Please work with Pierce Transit to consider BRT or express bus modes in this corridor. At this time this corridor will not warrant LRT investment.
- 390-5 | \* Corridor 22 (BRT: Puyallup vicinity, notably along Meridian Avenue) - Please add this corridor in the LRP. With the rapid growth of multifamily housing in the South Hill urban growth area and overall growth of the east Pierce County area, a high capacity transit solution is very much needed. It is important to communicate that future analysis of this corridor will also look at the Shaw/122th Ave E and the 9th St SW/94th Ave E corridors or portions of these in combination with Meridian.
- \* Corridor 36 (Regional express bus: Puyallup to Rainier Valley) - Please add this corridor to the Long Range Plan. This could terminate at the Rainier Beach Station making a good connection to Link light rail.
- Thank you for the opportunity to comment,
- Michael S. James, AICP

**390-1**

In response to comments on the Draft SEIS, a regional express bus/BRT corridor has been added to the Potential Plan Modifications Alternative in the same corridor and studied to the same level of detail as other corridors in the Final SEIS. Please see Figure 2-10 in the Final SEIS for the location of Corridor 34 - Lakewood to Spanaway to Frederickson to South Hill to Puyallup.

**390-2**

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

**390-3**

In response to comments on the Draft SEIS, a Puyallup/Sumner to Orting regional express bus 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 2-10 in the Final SEIS for the location of Corridor 45 - Puyallup/Sumner to Orting.

**390-4**

In response to comments on the Draft SEIS, a Tacoma to Frederickson regional express bus/BRT 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 2-10 in the Final SEIS for the location of Corridor 35 - Tacoma to Frederickson.

**390-5**

Please note that the name of Draft SEIS corridor 22 has changed to corridor 27 in the Final SEIS. In order to implement high capacity transit in this corridor, the Sound Transit Board would first have to modify the Long-Range Plan. A specific alignment would be determined in the future during project-level reviews for those corridors that are ultimately implemented.

**Sound Transit Long-Range Plan Update - RECORD #220 DETAIL****Submission Date :** 7/10/2014**First Name :** Shree**Last Name :** Jariwala**Submission Content :** Dear Sound Transit People,

I do not know much about rails, but I noticed something in most of your proposed plans: a lack of rail line loops. It is safe to at least say that where a lot of your plans connect is a hassle. When I lived in Chicago, I always hated going into the city only to have to go out again to get to the airport from the suburbs. Atlanta also screws up with a lack of loops in general. I loved the loops that did exist in Chicago. It was easy to transfer.

I made some very crude images and guesses where loops should be, but I fully recognize I have no clue how to plan transit or where people here live and go. I do hope this helps your planning in some way.

Thanks for all of your work on public transit,  
Shree

--

Shree Jariwala  
404-402-6318

**Attachments :** loops no map.pdf (288 kb)  
loops with maps.pdf (2 mb)

**220-1**

If they were implemented, corridors in both the Current Plan Alternative and the Plan Modifications Alternative, when combined, could allow for many of the movements suggested in your drawing. Specific alignments and the operational analysis of corridors would occur in the future during project development for those projects implemented as part of a future system plan.





**242-1**

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 #242 DETAIL**

**Submission Date :** 7/15/2014

**First Name :** David

**Last Name :** John

**Submission Content :** lets build SP1!

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

242-1



**Sound Transit Long-Range Plan Update - RECORD #430 DETAIL****Submission Date :** 7/28/2014**First Name :** David**Last Name :** John**Submission Content :** As a Member of Seattle Subway citizens' group I fully support their suggestions on changes to ST's Long Range Plan, including:

- 430-1 | 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/7025145991657422848/7885254291223478272>>.
- 430-2 | 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/7025145991657422848/7957311885261406208>>.
- 430-3 | 3. Study the highest quality option for Ballard to UW: The Ballard Spur. We discuss this in detail here<<https://act.myngp.com/el/7025145991657422848/8029369479299334144>>.
- 430-4 | 4. Study a better Eastside corridor. We discuss this in detail here<<https://act.myngp.com/el/7025145991657422848/8101427073337262080>>.
- 430-5 | 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/7025145991657422848/8173484667375190016>>.
- 430-6 | 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/7025145991657422848/8245542261413117952>>
- As for things not covered in the above list:
- I hope there is a way to streamline and speed the process of getting lines from paper to reality. I think the Eastside line when all is said and done will be about 14 years of project when all is said and done, which is crazy ( I realize a lot of state hoops and NIMBY groups to blame )
  - I would like to see a line, be it light rail or BTS, that travels from Auburn, though the Kent Valley and Renton and following the I-405 corridor up to at least Alderwood but ideally to Everett Boeing.
  - Also I would like to see a line in Tacoma, that goes from Downtown Tacoma then up Pacific Ave to Spanaway someday
- Thank you for your time, I think you guys are going a great job in a very difficult environment
- 430-7 |
- 430-8 |

**430-1**

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.

**430-2**

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

**430-3**

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

**430-4**

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.

**430-5**

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.

**430-6**

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.

**430-7**

The Long-Range Plan SEIS evaluates a BRT corridor along SR 167 from Puyallup to Renton (corridor N) as part of the Current Plan Alternative. Light rail was also evaluated in this same corridor as part of the Potential Plan Modifications Alternative (corridor 7). As part of the Current Plan Alternative, the SEIS also evaluated BRT and light rail from Renton to Lynnwood along the I-405 corridor (corridors Q and D) and from Lynnwood to Everett along the I-5 corridor (corridors S and H).

**430-8**

Corridor 22, included in the Potential Plan Modifications Alternative (see Figure 2-9 of the Final SEIS) could provide high-capacity transit service from downtown Tacoma to Parkland with potential connections to Spanaway via corridor 5. In order to implement high capacity transit in these corridors, 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.

**Sound Transit Long-Range Plan Update - RECORD #136 DETAIL****Submission Date :** 6/13/2014**First Name :** Aaron**Last Name :** Johnson**Submission Content :** I responded to the DSEIS survey emailed to me, but it was so limited in scope and concerning in direction I had to respond by email.

The vast majority of the corridors presented in the DSEIS are corridors Sound Transit simply should not be serving. Until Light Rail most of the RTID, from Everett to Olympia and Seattle to Issaquah (not Bellevue or Redmond), spurs to Kent, Ballard, West Seattle, and these other relatively small locations should not even be considered. Light Rail throughput North, South, and East from Seattle should be ST's number one priority to the exclusion of everything else.

My other grave concern is in regards to transit reduction as a result of Light Rail. Eliminating the 174 and 194 when Link was completed to Sea-Tac Airport had a destructive effect on Sea-Tac. The Link to the airport was so poorly designed that the 174 could get one to the airport faster. Rail lines with fewer stops and a more direct run straight to the final stop are desperately needed for future runs. I fear that once Light Rail is run to Bellevue, routes like the 550 and 554 will be eliminated, and the passengers of those routes forced to use the rail line. This is untenable. Rail never replaces a bus. They compliment each other and remain inside each other's transit footprint. Please learn from the legion of mistakes made with the Link line from Seattle to Sea-Tac. The region can ill afford another expensive mistake of that scale.

I support Sound Transit in theory. But Sound Transit's practice and application have been abysmal. Sound Transit desperately needs to build smarter, not harder. ST needs to build smarter, full stop.

Thank you for your time,

Aaron Johnson

**136-1**

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.

As the HCT system expands, Sound Transit is working with its local partner transit agencies to develop and implement measures that will continue to deliver transit services in an integrated fashion. A report providing the details of this integration effort, Getting There Together, is available on Sound Transit's web site at:

[http://www.soundtransit.org/Documents/pdf/about/201409\\_RPT\\_TransitIntegrationReport.p](http://www.soundtransit.org/Documents/pdf/about/201409_RPT_TransitIntegrationReport.pdf)

df

136-1

**Sound Transit Long-Range Plan Update - RECORD #555 DETAIL****Submission Date :** 7/24/2014**First Name :** Mitchell**Last Name :** Johnson**Submission Content :** My name is Mitchell Johnson, and I am a seattle resident and voter living in the Greenwood neighborhood (98117)

|       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 555-1 | * Grade separation should be the goal, not the justification for avoiding studying alternative technologies such as Heavy Rail and Sky Train. This decision 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.                                                                                                                                                                                                                                                                 |
| 555-2 | * Driverless technology for new rail routes must be studied as part of Sound Transit's efforts to improve their financial sustainability in operations.                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 555-3 | * 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.                                                                                                                                                                                                                                                                                                                                                                                                |
| 555-4 | * 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 though<br>* o 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?<br>* o Building the best line possible is the most important consideration in this corridor.?                                                                                            |
| 555-5 | * 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.<br>* o 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.<br>* o 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. |
| 555-6 | * o Design the Ballard to UW line so that it can be extended both east and west in the future.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**555-1**

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

**555-2**

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

**555-3**

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.

**555-4**

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

**555-5**

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

**555-6**

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.

**Sound Transit Long-Range Plan Update - RECORD #560 DETAIL****Submission Date :** 7/24/2014**First Name :** Matt**Last Name :** Johnson**Submission Content :**

- 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. 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.?

- 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. 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 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. 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, including stops a stop at Alki beach, then turning south to Alaska Junction and beyond.

**560-1**

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.

**560-2**

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

**560-3**

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

**560-4**

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.

**560-5**

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.

**273-1**

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

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #273 DETAIL</b> |
|------------------------------------------------------------------|

|                             |                |
|-----------------------------|----------------|
| <b>Submission Date :</b>    | 7/19/2014      |
| <b>First Name :</b>         | Eric           |
| <b>Last Name :</b>          | Jordan         |
| <b>Submission Content :</b> | Dear Ms. Ertl, |

273-1

As a West Seattle resident for the past four years, I have personally experienced the transit difficulties associated with growth and insufficient transportation infrastructure. I am actually glad to see many of the changes that have occurred in West Seattle because of the new buildings, residents and businesses, but I am consistently hampered in my ability to move about other parts of the city because of the lack of effective public transportation. Bus routes work reasonably well when going downtown, but even they suffer considerably during rush hour. We need a light rail line that would allow quick access to the rest of the city. Without it, traffic for West Seattle residents promises to become some of the worst in the country. It's already at the point that my wife and I are considering a move to a part of the city with more than one main route out. Maybe it was our mistake to move here, but when we arrived, which was before tunnel construction began, there was traffic flow. That flow is gone. Please consider West Seattle a high priority for light rail.

Thank you,

Eric Jordan  
FreeMaki@Gmail.com

**Sound Transit Long-Range Plan Update - RECORD #539 DETAIL****Submission Date :** 7/24/2014**First Name :****Last Name :** JP**Submission Content :** Hi,

539-1

I just wanted to make a few redundant points about Seattle area transit from my point of view.

First of all, I moved here from Boston several years ago. The Boston subway is awesome. I can get anywhere in the city, or nearby suburbs, quickly, cheaply, and with no hassle at all. There is no "schedule" - I just go to a train station and know that a train will be there in 5 minutes. If you live in the suburbs, you can drive to a huge parking garage, where parking is \_cheap\_, and take a train downtown in no time at all.

In Seattle, I've found that the bus service is complicated, incredibly slow, and quite expensive.

For example, to go from my house in Queen Anne, I can easily walk to the stop at the corner of Boston Ave and Nob Hill Ave N. But the bus then stops a crazy number of times. I think I once counted 17 or 20 stops to Pioneer square. At 10 a.m. the trip took me almost 1 hour. I can drive there in 10 or 15 minutes. And, unless I'm staying more than a few hours, it is actually cheaper to drive and pay for parking than to pay for the bus. So, if I take the bus, I lose at least an hour of travel time (there and back), possibly close to 2 hours depending on the time of day, and it costs me more money. Why would I take the bus? If I use Car2Go (which I am seriously considering), I don't even need to pay for parking, so I can go downtown for the whole day, pay about the same as the bus, spend 1/2 the travel time, and go in comfort at my convenience.

I know it is a difficult problem, but I think it would be better to have far fewer bus stops! From my home I pass 4 bus stops walking to the main street (Queen Anne Ave) in about 1/2 mile? I would rather walk 10 minutes to the bus and ride for 15 than walk 2 minutes and ride for 60.

I used to work in Bellevue, and even though I had a bus stop close to my office, it took me at least 1.5 hours to get there. Are you kidding me? If I drive I can be there in 25 minutes or less. And it costs less. And BTW trying to figure out how many "Zones" to pay for is a joke. Even the bus driver could not tell me. At least the ORCA card helps with that (which BTW should be small enough to fit on my keychain!)

Finally, I would like to say that Seattle has some of the worst bus drivers I have ever seen. Every night they cruise Boston Ave at what sounds like 50 mph (it is a 30 mph zone). I cannot count how many times I have been stuck behind them on the street because they DO NOT PULL OVER AT THE BUS STOP. They just block the street. They run red lights. They block intersections, creating gridlock. They seldom use directional signals.

Thanks for reading!

**539-1**

The bus stops and routes that you mention are served by King County Metro Transit, not Sound Transit. Please refer to the King County Metro Transit website for more information on their services and contact details.

**274-1**

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

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #274 DETAIL</b> |
|------------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 7/18/2014 |
|--------------------------|-----------|

|                     |         |
|---------------------|---------|
| <b>First Name :</b> | Matthew |
|---------------------|---------|

|                    |      |
|--------------------|------|
| <b>Last Name :</b> | Jung |
|--------------------|------|

|                             |                         |
|-----------------------------|-------------------------|
| <b>Submission Content :</b> | To Whom it May Concern: |
|-----------------------------|-------------------------|

274-1

I just wanted to add my voice to those requesting that West Seattle receive serious consideration in Sound Transit's Long Range Plan. The neighborhood is undergoing significant development and an increase in density that requires new transportation solutions. Currently, driving over the bridge or taking the Water Taxi are the only feasible means for most of us to commute or travel into the city for entertainment. KC Metro has many of its own limitations and is still limited by surface streets and the daily traffic jams on the West Seattle Bridge. An independent rail line makes sense for West Seattle and would be well supported here.

Thank you for your work,  
Matt

**Sound Transit Long-Range Plan Update - RECORD #25 DETAIL****Submission Date :** 6/21/2014**First Name :** Nancy**Last Name :** Kahn25-1 | **Submission Content :** Could I put in a plea for light rail to Northgate in 2016 instead of 2023?

Many thanks,

Nancy Kahn  
(206) 284-1143**25-1**

The Northgate Link is currently under construction and is currently scheduled to begin operating in 2021. Construction takes several years for a variety of reasons, including the need to complete utility relocations, construction of stations and tracks, and systems installation and testing. In addition, the University District and Roosevelt segments must be operational by the time the Northgate Link opens. Construction crews working on the Northgate Link extension project typically work Monday through Saturday to avoid noise impacts to surrounding residences during evenings and Sundays.



23 June 2014

Hello and good day-

My name is Chris Karnes. I have been a transit rider in Tacoma for 15 years. I serve as Vice Chair of Pierce Transit's Community Transportation Advisory Group. I have been involved in community efforts to extend Tacoma Link light rail service for nearly ten years.

The current list of potential additions to the Long Range Plan in the draft EIS include these potential extensions of light rail in Pierce County:

- ID 5 : Lakewood to Spanaway to Frederickson to South Hill to Puyallup
- ID 6 : DuPont to downtown Tacoma via Lakewood, Steilacoom, and Ruston
- ID 13: Downtown Tacoma to Ruston Ferry Terminal
- ID 14: Tacoma to Parkland via SR 7

56-1

**I am writing you today to encourage Sound Transit to modify the LRP update DEIS to include an extension of Tacoma Link from Tacoma General Hospital to Tacoma Community College (TCC).**

Why this corridor was not included in the Draft EIS is baffling. I personally made the suggestion that this extension be considered in my email sent on 11/25/2013 to [LongRangePlan@soundtransit.org](mailto:LongRangePlan@soundtransit.org) with the subject "Comments on LRP update for Pierce County Subarea." While I understand that the inclusion of the other light rail corridors in the Pierce County subarea is due to someone in the community suggesting them.

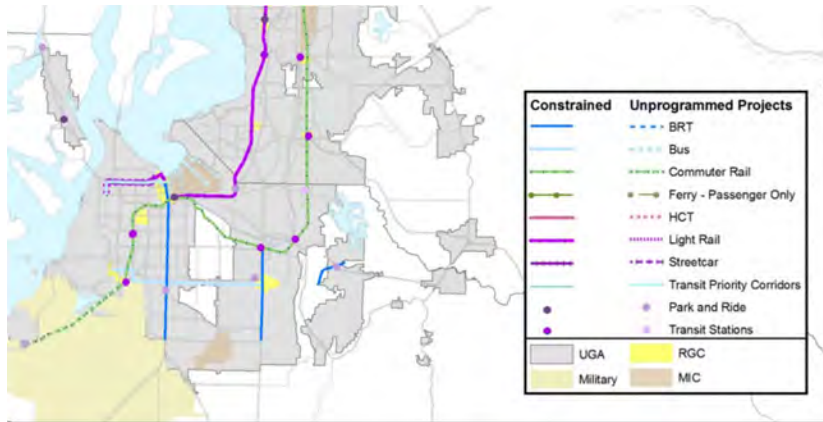
I reiterate my support for inclusion of such an extension explicitly in the Long Range Plan Update.

#### **Tacoma Link to TCC Meets Sound Transit's Project Screening Criteria**

This conceptual project meets all of the criteria in section 2.2.2 of the DEIS: 1) it meets the definition of HCT, 2) it serves the Downtown Tacoma regional growth center and assists in providing access to Tacoma Dome Station, 3) it is consistent with previous actions taken by the Sound Transit Board concerning studies of extension of Tacoma Link, 4) it does not duplicate existing Sound Transit service, 5) it is within the Sound Transit district, and 6) such an extension has sufficient data to be studied as it has been under study in one form or another for the last ten years – either through City of Tacoma or Sound Transit feasibility studies or FTA Alternatives Analysis.

#### **56-1**

In response to comments on the Draft SEIS, a downtown Tacoma to Tacoma Community College light rail 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 15.



PSRC Transportation 2040 Map showing Tacoma Link to TCC as a Tacoma Link extension project.

56-1

#### **Tacoma Link to TCC is an identified PSRC Transportation 2040 Transportation Project**

The Puget Sound Regional Council identified a Tacoma Link Extension from Tacoma General Hospital to Tacoma Community College via 6th Avenue as an unprogrammed project in the Transportation 2040 plan. You will find it mentioned in Appendix M under project TID 4075 ([http://www.psrc.org/assets/4889/T2040\\_AppendixM\\_FINAL.pdf](http://www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf)).

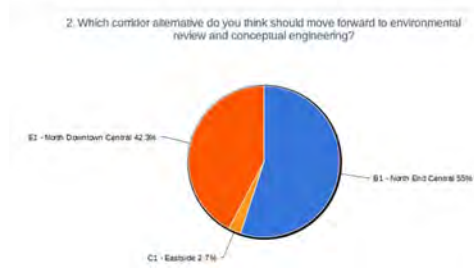
#### **Tacoma Link to 6th Avenue and TCC has been studied as high performing HCT**

Previous Sound Transit studies of a westward extension of Tacoma Link along such an alignment indicate ridership potential in the area of [15,500 passengers per day with 10-minute headways](#) in peak periods. A summary of this study and all prior studies regarding Tacoma Link extensions were included in the Tacoma Link Expansion Alternatives Analysis Report and SEPA Addendum. See: Sound Transit Long-Range Plan Update Issue Paper S.4: Potential Tacoma Link Extension – West.

#### **Tacoma Link to 6th Avenue and TCC performs well with local residents**

During Sound Transit pre-Alternatives Analysis of a wide array of potential corridors that were screened for engineering-related fatal flaws, an extension of Tacoma Link along 6th Avenue (North End-Central Corridor B1), was in the top 3 corridors for further evaluation.

([http://www.soundtransit.org/Documents/pdf/projects/link/Tacoma/Tacoma%20Link%20Expansion/201303\\_TacomaLink\\_Corridors\\_DisplayBoard.pdf](http://www.soundtransit.org/Documents/pdf/projects/link/Tacoma/Tacoma%20Link%20Expansion/201303_TacomaLink_Corridors_DisplayBoard.pdf))



56-1

From Sound Transit public comment report on which corridor should move forward into environmental review and conceptual engineering.

These top 3 corridors were evaluated on performance criteria developed jointly by Sound Transit and a Tacoma stakeholders group. During public comment the B1 North End Central / 6th Avenue corridor received the most support of a majority of respondents for feedback on the project during project scoping. [http://www.soundtransit.org/Documents/pdf/projects/link/Tacoma/Tacoma%20Link%20Expansion/Tacoma\\_Link\\_Early\\_Scoping\\_Comment\\_Summary\\_FINAL\\_01102013.pdf](http://www.soundtransit.org/Documents/pdf/projects/link/Tacoma/Tacoma%20Link%20Expansion/Tacoma_Link_Early_Scoping_Comment_Summary_FINAL_01102013.pdf)

That report goes on to state-

North End Central (B):

Community members in favor of corridor B indicated that it serves the most number of people, including residents and businesses along 6th Avenue. People also expressed support for extending the line out to Tacoma Community College. A few people thought that Corridor B would encourage business and urban growth in the 6th Avenue district and downtown. One person indicated that corridor B could replace the busiest Pierce Transit service. Those who prefer corridor B also prioritized building upon existing transportation investments to reduce the cost of construction and operations and serving Downtown and Tacoma neighborhoods as the most important evaluation criteria. Although expressing support for this option, one person indicated replacing parking on 6th Avenue could be an issue, while another said it could help decrease parking pressure.

Individual comments are highlighted below along with the forum by which they were submitted.

From the open houses:

- "The North Central Route seems like the best route to serve the most number of people."

56-1

- “6th Avenue is full of destinations that will attract riders.”
- “High residential density — people can use for commuting and destinations downtown.”
- “High initial ridership and a lot of potential to encourage dense urban growth.”
- “Would meet the priority of replacing the busiest Pierce Transit service.”

**Tacoma Link to 6th Avenue builds on prior Sound Transit Board Decisions**

Finally, the Sound Transit Board in March 2014 selected the Stadium District-Tacoma General Hospital-Hilltop alignment of the Tacoma Link extension. With this extension in environmental review and conceptual engineering, connecting Tacoma Link from Tacoma General Hospital to Tacoma Community College is that much closer to becoming a reality.

I encourage further investigation of such a corridor for an amendment to Sound Transit’s Long Range Plan Update Draft EIS and I encourage elected public officials with the City of Tacoma to voice their views to Sound Transit as well.

Thank you again for the opportunity to comment.

Regards,

Chris Karnes

# Long-Range Plan Draft Supplemental Environmental Impact Statement



## Comment Form

Name: Chris Karnes

Address: 418 N. L St. #4

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):

322-1 I suggest adding a ridership "Screenline" in Tacoma separating the Downtown Tacoma Regional Growth Center and the Tacoma Mall Regional Growth Center, ~~to separate~~ The purpose of this would be to allow for STMT to properly analyze the ridership potential of the into and out of those growth centers and the rest of Tacoma and West Pierce County. I would suggest such a screenline to parallel Sprague Avenue, as that roadway is the midpoint between the two centers running North-South.

322-2 I also suggest considering ~~not recommending~~ a light rail connection between Tacoma Dome Station and the Tacoma Mall. I'm not aware of any prior studies that have looked at this possibility, but if there were one location to connect to Tacoma Dome that would be it. I would at least like to see it studied.

322-3 I did not see a westward extension of Tacoma Link to Tacoma Community College in the potential plan modifications or the existing long range plan. This concept was in the 2005 Sound Transit Long Range Plan. The ridership projections were 15,500/day and capital costs were comparatively low. Tacoma Link to TCC should be put back in the plan.

### 322-1

A new screenline has been added in Tacoma. This screenline is located west of Yakima Avenue in order to capture trips between downtown Tacoma, Tacoma Mall, and Tacoma Community College.

Results of the screenline analysis are included in the Final SEIS, Section 3.4.1 Impacts on transit ridership. They have also been included in Section 4.1.2 of the Transportation Technical Report (Appendix K of the Final SEIS).

### 322-2

The Potential Plan Modifications Alternative (see Figure 2-9 in the Final SEIS) includes light rail corridor 6 - DuPont to downtown Tacoma via Lakewood and Tacoma Mall. This corridor could provide a connection between Tacoma Dome Station and the Tacoma Mall.

### 322-3

In response to comments on the Draft SEIS, a downtown Tacoma to Tacoma Community College light rail 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 15.

# Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: Tony Hunt  
 Address: 4606 15th Ave SE  
 City: Everett State: WA Zip Code: 98208  
 Email address: thunt@bluespace.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):

No light rail on Hwy 99, that would be devastating  
to retail business

## 565-1

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 #67 DETAIL**

**Submission Date :** 6/20/2014  
**First Name :** Brad  
**Last Name :** Kelln  
**Submission Content :** Hi,

67-1

I live in West Seattle and was just looking at the long-range plan. Just curious why there are no plans for light rail in the West Seattle, Burien area. Buses are not the answer long term, even now buses contribute to the terrible congestion on the West Seattle bridge during rush hour and the population is growing in leaps and bounds. Why couldn't there be a line that swings through West Seattle and Burien like the line that runs through the Rainier Valley. I daresay you would get more ridership on that line. Any thoughts?

Thanks,  
 Brad Kelln

**67-1**

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>

Submission # 517

---

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #517 DETAIL</b> |
|------------------------------------------------------------------|

**Submission Date :** 7/25/2014

**First Name :** Peter

**Last Name :** Kittas

**Submission Content :** Ballard's development is exploding — already at its 2023 target for growth. Meanwhile, bus routes keep disappearing, and alternatives to automobile transportation are largely not viable in this area. For many people who want to avoid using a single occupancy vehicle to get around the region, they cannot reasonably do so.

I cannot support a long range plan that does not address the void between the accelerating Ballard urban density and lack of mass transit available in the area.

Peter Kittas



**Sound Transit Long-Range Plan Update - RECORD #92 DETAIL****Submission Date :** 6/17/2014**First Name :** David**Last Name :** Kleiber

92-1 | **Submission Content :** How does the plan meet the needs of under served corridors fit in the plan selection? I find it interesting that the corridor that is ranked as the most congested (near the top) is under served in terms of transit and light rail.

92-2 | I usually take the 111. However, traffic has been so bad recently that I have traveled to Eastgate Park & Ride because the bus is late by 95 minutes. (Failure of the transit agency to provide reliable service).

92-3 | Only one bus runs along coal creek park way partially? route 240 every 30 min. Not frequent enough if I am looking at a connection. This needs to be every 10 min like the feeder buses around Factoria.

92-4 | Route 114 is being deleted. The corridor is at capacity. How does Sound Transit plan to serve the Renton Highland Area? So traffic will be getting worse not better in the short term.

Light rail along 405 seems to be a low cost option at least from Renton to South Bellevue Way Park and Ride. Any plans for rapid transit along Coal Creek Parkway? Currently, no continuous transit along the corridor.

Cheers,  
David Kleiber  
206.661.0300

**92-1**

The Final SEIS describes how the the various transit corridors included in the Current Plan and Potential Plan Modifications alternatives change transit ridership across a selection of screenlines. Areas that have less transit service but may have a high demand for more transit service, may show higher increases in transit ridership, compared to areas that are already very well served by transit with the demand mostly being met by that service. As the Sound Transit Board of Directors updates the Long-Range Plan, the Board may consider factors such as increases in transit ridership.

**92-2**

Bus routes 111 and 240 are operated by King County Metro Transit, rather than Sound Transit.

**92-3**

Bus route 114 was operated by King County Metro, rather than Sound Transit. However, as part of Sound Transit's Long-Range Plan Update process, a new regional express bus corridor (corridor 39 - Renton to Eastgate via Factoria) was evaluated as part of the Potential Plan Modifications Alternative. This corridor could serve the Renton Highland area. Please see Figure 2-10 in the Final SEIS for the location and description of this corridor. The Sound Transit Board could potentially add this corridor to the Long-Range Plan as part of the update process.

**92-4**

The Renton to Lynnwood corridor along I-405 is included in the Current Plan Alternative as potential rail extension corridor D. There are currently no plans for transit service by Sound Transit along Coal Creek Parkway.

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #292 DETAIL</b> |
|------------------------------------------------------------------|

|                          |          |
|--------------------------|----------|
| <b>Submission Date :</b> | 7/9/2014 |
|--------------------------|----------|

|                     |       |
|---------------------|-------|
| <b>First Name :</b> | Kevin |
|---------------------|-------|

|                    |       |
|--------------------|-------|
| <b>Last Name :</b> | Knack |
|--------------------|-------|

|                             |                                                                             |
|-----------------------------|-----------------------------------------------------------------------------|
| <b>Submission Content :</b> | 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. 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.

Sincerely,

Kevin Knack  
Shoreline, WA

This message may contain protected health information. Protected health information may not be re-disclosed without specific permission. Misuse of protected health information can result in both civil and criminal penalties. (Protected health information means individually identifiable health information.) If you receive this email in error please contact the sender or the Agency immediately. (Agency contact: dianw@smh.org<mailto:dianw@smh.org> )

**292-1**

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

**292-2**

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

## Submission # 33

**Sound Transit Long-Range Plan Update - RECORD #33 DETAIL****Submission Date :** 6/22/2014**First Name :** Larry**Last Name :** Knapp

**Submission Content :** I have lived in Kirkland since 1982. I strongly support the concept of public transit and have voted for almost every transit measure that has come up over the last 30 years. What I have seen however is that the Eastside, and Kirkland in particular, never benefits from any significant transit improvements and upgrades. Initially I took the approach that I understood that things needed to start in Seattle and that eventually other areas would see improvements in service to their communities. This has not happened. I voted against the last ballot initiative for metro transit funding because it, as has become the norm, did nothing for us Eastsiders. I feel like the perennial cash cow that pays and pays but never gets anything in return. Kirkland is now the 6th largest city in King County and the five cities in King County that are larger all have some sort of rail and/or bus rapid transit in place or in design/construction.

Your long range map shows a possible Eastside study area north/south, generally along the I-405 corridor. I strongly urge you to, finally, do something truly positive and useful for us Eastsiders such as a light rail line in the above referenced I-405 corridor. At this point in time I don't see any way that I can vote for any tax increase ballot measure that doesn't include some significant service benefit for Kirkland. It's time to throw us a bone. No service improvement, a No vote from me. It's as simple as that.

Larry Knapp  
Kirkland, WA

**171-1**

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

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #171 DETAIL</b> |
|------------------------------------------------------------------|

|                          |          |
|--------------------------|----------|
| <b>Submission Date :</b> | 7/5/2014 |
|--------------------------|----------|

|                     |      |
|---------------------|------|
| <b>First Name :</b> | Karl |
|---------------------|------|

|                    |       |
|--------------------|-------|
| <b>Last Name :</b> | Knaub |
|--------------------|-------|

|                             |                    |
|-----------------------------|--------------------|
| <b>Submission Content :</b> | Dear Madam or Sir: |
|-----------------------------|--------------------|

171-1

We own a home in the Admiral District of West Seattle, and we're really worried about our commute out of West Seattle. It's one bridge...and a lot more condos and apartments throughout the area. We're desperately going to need other options - light rail or otherwise - and we need to build them before gridlock is upon us.

Thanks for your consideration.

Drs. Karl Knaub and Eve Paretsky

**Sound Transit Long-Range Plan Update - RECORD #481 DETAIL**

**Submission Date :** 7/28/2014  
**First Name :** Will  
**Last Name :** Knedlik  
**Submission Content :** Central Puget Sound Regional Transit Authority  
 Attention: Karin Ertl, Senior Environmental Planner  
 Union Station  
 Seattle, WA 98104

Re: Purported Draft SEIS for a nominal Regional Transit Long-Range Plan Update

Ladies and Gentlemen:

Those materials promulgated by the Central Puget Sound Regional Transit Authority as a nominal "Draft Supplemental Environmental Impact Statement for the Regional Transit Long-Range Plan Update" yield not a bona fide environmental-assessment document, but rather a second sleight-of-hand effort to misuse the state environmental-assessment process in order to attempt by such falsified misrepresentative means to alter, sub silentio, paramount terms of the statutory contract imposed on the junior taxing district as a legal quid pro quo for its taxing authority by King County, by Pierce County and by Snohomish County through The Regional Transit System Master Plan, as first formally adopted by the agency on October 29, 1994, and as thereafter officially approved by King County Ordinance No. 11,603 on December 12, 1994 (which, thus, effectuated each substantive term of the statutory contract at issue herein), by Pierce County Ordinance No. 94-148 on December 9, 1994 (which, in Section 2 thereof, directly "incorporated herein by reference" the complete Master Plan), and by Snohomish County Motion No. 94-436 on December 14, 1994 (which obtained identical terms on equal footing principles for the applicable statutory contract), including but not limited to an absolute cap on lawful long-term debt at \$800 million at least until the entire Master Plan has been fully built out pursuant to all legal terms of the resulting statutory contract under state decisional law and to strict subarea-equity principles (each violated by the agency and covered up by the nominal SEIS at issue).

This other-than-bona fide environmental-assessment exercise follows on the junior taxing district's initial sleight-of-hand effort through its purported adoption of a prior nominal 2005 Long-Range Plan Update.

Further, the junior taxing district's follow-on sleight-of-hand maneuvers attempt by such bogus means to sidestep and to thwart both its explicit obligations to develop plans consistent with its statutory responsibilities to utilize a "least cost planning methodology" under RCW 47.80.030 (which duties are either absent from or else inadequately developed in those materials to this date issued), and also central statutory-and-administrative requirements imposed by State Environmental Policy Act and Washington Administrative Code requirements legally compelling analyses focused upon "costs of and effects on public services," including "roads," inter alia (which are likewise lacking or inadequate in bogus SEIS materials issued to date).

These central dishonesties by the junior taxing district yield, in turn, the kind of patent obfuscations respecting insufficiently supported averments identified in comments on, and questions about, the nominal SEIS by the Eastside Transportation Association (which are hereby incorporated herein by this reference thereto) and by James W. MacIsaac, P.E. (which are likewise incorporated herein by this reference thereto).

The utter lack of good faith thus evidenced demonstrates that the junior taxing district is continuing its waste of enormous-but-finite taxpayer dollars available for regional transit services and its disregard for vital related fiduciary duties, including but not limited to sworn oaths of office undertaken by each agency Board member.

**481-1**

The Long-Range Plan Update SEIS has been prepared consistent with the requirements of the State of Washington State Environmental Policy Act (SEPA) for a non-project review as defined in WAC 197-11-704. The planning requirements of Chapter 47.80 RCW apply to regional transportation planning organizations (RTPO). For the Puget Sound region, the Puget Sound Regional Council (PSRC) is the RTPO.

481-1

Respectfully yours,  
Will Knedlik

# Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form

Name: John KropfAddress: 350 N 190th St #C623City: Shoreline State: WA Zip Code: 98133Email address: John.Kropf@clearwire.net

☒ Please sign me up for project email updates. TCRP URL:  
[http://gulliver.ctb.org/publications/tcrp\\_rtd\\_35.pdf](http://gulliver.ctb.org/publications/tcrp_rtd_35.pdf)

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):

Commute time starts @ Kitchen door & ends @ Office door &  
 This includes ALL Multi-Modal time & Wait time.  
 A NYCTU study: "10% less commute time → 10-20% increase in Earnings  
 What happens if Commute is reduced by 500% !!!?  
 14 mile S.T. = 45 mins. Car Diamond time = 14 mins. > 300% faster  
 (Light Rail) SK5 Train @ 120 mph = 7 min. 180 mph = 6 min.  
 \* Add drive time + parking even worse -  
 Unregulated Taxi system is cheaper than Light Rail  
 and 300% - 600% faster (No wait time)  
 I rode Singapore light rail for 10 days. 1 mile from 2 stations  
 Private Taxi came to our door and cost less for four of us than Rail  
 Taxi can be self-sustained; No 35 acre Train Maintenance Yard.  
 If UBER replaces 15 to 18 cars on road. Taxi system  
 will take 20-50 cars off the road. NO to Public Transit.  
 No where in the world does it make a public China Maglev  
 Stop at North Gate. By 2019 SK5 Train will be operational, here  
 Better even worse.

All Transit parking lots cause congestion -  
 What is ridership on the return for amodeling? Earnings?

332-1

Prior to adding any additional parking, Sound Transit would work with the affected jurisdiction to quantify the parking impact and determine whether parking management and enforcement or other strategies could be applied to minimize the impact.

332-1

**118-1**

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.

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #118 DETAIL</b> |
|------------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 6/13/2014 |
|--------------------------|-----------|

|                     |        |
|---------------------|--------|
| <b>First Name :</b> | Elaine |
|---------------------|--------|

|                    |      |
|--------------------|------|
| <b>Last Name :</b> | Koga |
|--------------------|------|

|                             |                                                                                                                                                    |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | It is a great idea to continue transit expansion. HOWEVER. It makes no sense and does not serve its full purpose when there is inadequate parking. |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|

There needs to be MUCH more focus on multi-level parking structures to support mass transit. For example, there needs to be more than a small parking lot in Puyallup, there should be another parking structure built in Auburn (on the other side of the tracks, where there is currently an open lot), and parking was not well thought out at the Tukwila light rail station which gets filled up by 10 a.m. How can you encourage mass transit when there is no place for people to park?

Expanded bus service is good, but there still needs to be places to park near bus stops and it takes much more commuting time. (Rather than a 5 minute drive to the Auburn transit center to catch a 6:46 train, I would have to take a 25 minute bus ride; leaving my house at the same time, I would end up catching the next later train.)



**Sound Transit Long-Range Plan Update - RECORD #174 DETAIL****Submission Date :** 7/4/2014**First Name :** Kris**Last Name :** Kohtz

**Submission Content :** A light rail station at Graham St. would be immensely useful for accessing the nearby schools, as well as for commuting to downtown. The area is growing (as is traffic) and a light rail station would get more people out of their cars and into the trains. The current station options (Othello and Columbia City) are too far for significant pedestrian access. A Graham St. station would improve usage, traffic, and accessibility.

Best Regards,  
Kris

**174-1**

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.

**404-1**

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

**Sound Transit Long-Range Plan Update - RECORD #404 DETAIL**

**Submission Date :** 7/28/2014

**First Name :** Bryce

**Last Name :** Kolton

**Submission Content :** Dear ST,

I want to say, first off, thank you very much for being a reputable, strong government agency. I don't know what the inside of the organization is like, but as someone with his ear to the ground of public works and civic planning, ST is at the forefront of any and all praise I give about our public transit here in Seattle. So thank you for doing your construction right (cough WSDAOT bertha cough) and congratulations at coming in under budget for the UW link extension.

For some feedback: I don't want more local bus routes. They are slow and are easily outbalanced by services like Uber, Car2Go and my bike. I would like more express or RapidRide lines. But even more than that I want a subway. Not light rail in traffic stuff, but a real honest to goodness subway with grade separation and everything. I need to be able to get places fast, and a non-grade separated light rail system will only get bogged down in our traffic. I think a key factor to increasing light rail usage will be having it be the fastest way around the city, and that's through grade separation.

As for what I would like to see from light rail, the Ballard Spur is top of the list, followed by a West Seattle link, and then a Sand Point crossing.

Thank you for your time, and keep up the good work.

Bryce

404-1

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #197 DETAIL</b> |
|------------------------------------------------------------------|

|                          |          |
|--------------------------|----------|
| <b>Submission Date :</b> | 7/9/2014 |
|--------------------------|----------|

|                     |        |
|---------------------|--------|
| <b>First Name :</b> | Andrew |
|---------------------|--------|

|                    |       |
|--------------------|-------|
| <b>Last Name :</b> | Kolve |
|--------------------|-------|

|                             |        |
|-----------------------------|--------|
| <b>Submission Content :</b> | Hello, |
|-----------------------------|--------|

Thank you for the work you do to provide transportation options for the Puget Sound area. I appreciate how far we've come and yet how much work remains.

I am writing to voice my support for the work Seattle Subway is doing and their vision.

I strongly support next building a "Ballard Spur" into our light rail system. This would connect Ballard to Downtown using light rail we're already building.

I also agree that a Sand Point crossing should be examined. Connecting Seattle directly to Kirkland via Magnuson Park, Children's seems like a great idea.

More broadly, the existing and upcoming projects Sound Transit is working all sound great and I'm very excited to see them get completed. I would love to see efforts to drive completion of these projects sooner. I wish the projects were done already so I could use them!

Again, thank you for the work you do and thank you for your consideration.

Warm regards,  
Andrew Kolve  
Voter, Resident of Phinney Ridge in Seattle

**197-1**

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

**197-2**

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

197-1

197-2

**Sound Transit Long-Range Plan Update - RECORD #546 DETAIL****Submission Date :** 7/24/2014**First Name :** Craig**Last Name :** Kovatch**Submission Content :** Hi,

I just completed your LRP survey

546-1 | I wanted to offer the additional feedback that currently, the worst part of using the Light Rail in Seattle is the seating. The seats are uncomfortable, and arranged in a physically awkward and socially-uncomfortable manner.

I lived in Japan for over a year and none of the light rail seating there is anywhere near as complex. Everything there is either rows of seats along the windows -- with seats facing each other -- or 2x1 or 2x2 forward-facing seats. All of the seats are cloth-covered and provide some cushioning. The seats on the light rail here are embarrassing by comparison.

546-2 | Finally, it would sure be nice if the U-District link didn't take a decade to build, but I suppose that's water under the bridge at this point.

Thanks for your time,  
Craig

**546-1**

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

**546-2**

U-Link is scheduled to open in 2016.

**Sound Transit Long-Range Plan Update - RECORD #269 DETAIL**

**Submission Date :** 7/18/2014  
**First Name :** Joe  
**Last Name :** Kunzler  
**Submission Content :** 2014 July 18

Dear Sound Transit (and Community Transit);

I am rather busy this week so sadly missed your Everett meeting last night. As such I'm going to enter formally into the record my recent letter to the Everett Herald editor and let that stand.

-----  
 Wednesday, July 9, 2014, 12:01 a.m. EVERETT HERALD  
 Light rail

Yes, Paine Field should be on route

Just read Noah Haglund's wonderful report on July 1, "Light rail: Should a route go to Paine Field?" As somebody with impairments that make me feel safer using mass transit instead of driving, and as a huge aviation enthusiast; I am joyful Sound Transit is finally considering increasing transit access to Paine Field. Especially as Paine Field has four great museums that are tourist attractions — namely Future of Flight, Historic Flight Foundation, Flying Heritage Collection and Museum of Flight Restoration Center — seemingly left out of transit plans.

For the immediate future being I visit Paine Field; I pledge to regularly patronize a private sector or public sector circular bus servicing the four museums around Paine Field that links up with current Community Transit bus services; especially on Saturdays in the summer. A circular would certainly enhance the airport.

But long term, I sure would love to see light rail service Paine Field as well if light rail could service other Paine Field tenants too. However, after reviewing Sound Transit's plans, I wish Sound Transit would not seemingly duplicate Community Transit's Swift bus route but rather use the Boeing freeway and the Mukilteo Speedway (Highways 526 and 525).

Joe Kunzler  
 Sedro-Woolley.

-----  
 Again, I am concerned how Paine Field's aviation museums are seemingly not part of local transit planning processes. Being they are a half-mile or more walk away from bus stops, clearly a deficiency in transit planning for tourism exists. I mean, next Saturday I will have to have a taxi take me the last 1.5 miles to & from Flying Heritage Collection's Skyfair due to the absence of transit services.

Please consider my thoughts in your planning. I speak only for me and hopefully from many friends who either are aviation tourists or whom help us out at Paine Field.

Very sincerely;

Joe Kunzler  
 E-MAIL: [growlernoise@gmail.com](mailto:growlernoise@gmail.com)  
 FLICKR: <http://Flickr.com/AvgeekJoe>

**269-1**

The Potential Plan Modifications Alternative includes a light rail corridor that would serve Paine Field (see Figure 2-9 of the Final SEIS). This Final SEIS is a plan-level rather than a project-level EIS. Therefore the alternatives are defined and evaluated broadly. More detailed project-specific review (including stations and alignments) would occur in the future for those projects that are implemented as part of a future system plan.

**Sound Transit Long-Range Plan Update - RECORD #32 DETAIL****Submission Date :** 6/23/2014**First Name :** Keith**Last Name :** Kyle**Submission Content :** Dear Sound Transit Board and LRP staff,

Here are my comments on the Ballard to UW segment study. Please consider these comments when updating the Long Range Plan and instruct staff to complete additional study work so that the best possible rail is built in this corridor.

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. For more information, here is a <http://seattletransitblog.com/2014/06/23/lets-build-the-ballard-spur/> blog post I wrote about it.

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,  
Keith Kyle

**32-1**

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

**32-2**

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

**32-3**

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 #530 DETAIL****Submission Date :** 7/24/2014**First Name :** Keith**Last Name :** Kyle**Submission Content :** Hi,

Here are my comments on the Long Range Plan. I agree with, and contributed to, Seattle Subway's comments.

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/uw-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/>>.

4. Study a better Eastside corridor. We discuss this in detail here<<http://seattletransitblog.com/2014/07/23/better-eastside-rail/>>.

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>>

Thanks,

Keith Kyle

**530-1**

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.

**530-2**

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

**530-3**

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

**530-4**

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.

**530-5**

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.

**530-6**

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.

**361-1**

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.

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #361 DETAIL</b> |
|------------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 6/14/2014 |
|--------------------------|-----------|

|                     |          |
|---------------------|----------|
| <b>First Name :</b> | Marilynn |
|---------------------|----------|

|                    |         |
|--------------------|---------|
| <b>Last Name :</b> | LaBarge |
|--------------------|---------|

|                             |                                                                                                                                                                                                                  |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | <p>You state there will be an increase of a million people, but, you give no information how this figure was derived. We, taxpayers want to know where this figure comes from and based on what information?</p> |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Thanks for the opportunity to provide feedback. I hope to see your calculations, soon.

Marilynn LaBarge



# Long-Range Plan Draft Supplemental Environmental Impact Statement



## Comment Form

Name: Tom Lane  
 Address: 10515 Evergreen Way  
 City: Everett State: WA Zip Code: 98004  
 Email address: tlane16@outlook.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):

Do not put any form of light rail on  
 Evergreen Way/Highway 99 in South Everett.

We need to protect vehicle access to our  
 retailers who create Sales Tax to support  
 Local Municipality Budgets. Keep the rail  
 on Interstate 5 and include it along  
 Hwy 526 to our manufacturing corridor.

Thank you.

*Tom Lane*

567-1

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.

567-1

## Submission # 119

**Sound Transit Long-Range Plan Update - RECORD #119 DETAIL****Submission Date :** 6/14/2014**First Name :** Michael**Last Name :** Lange**Submission Content :** I'm hoping to attend the meeting in Tacoma on July 10th and failing that, plan to attend the subsequent meeting in Federal Way.

I reside in the Lakewood/South Tacoma area, so am particularly interested in options that include the greater Tacoma area.

Tourism is a big industry in this state and could easily be much larger than it is. The State of Washington decided years ago that everyone had an I-Phone, so state maps (in paper form) were no longer needed. Similarly, some of the innovations I've enjoyed when visiting other cities don't appear to have even been considered in the greater Seattle area.

I'm speaking primarily of the ability to purchase a day or week-long transit pass, which is ideal for a visitor. Such an option is infinitely more convenient than paying for each and every trip on an individual basis. Individual fares for a tourist staying here for a few days can be exceedingly costly, although perhaps not enough during a three or four or seven day stay to make buying a monthly pass practical. Say that someone stays with relatives in Seattle for a week, takes the bus to Tacoma on two days for an event there (along with some sightseeing), putting in a long day, and goes to Snohomish County during at least one day during the week. They have already spent \$21 minimum for those three round trips, with any local trips on Pierce or Metro transit during the day costing even more. The only other option would seemingly be a monthly pass for \$126 (which covers rides up to \$3.50 each), which would be very costly for a one week visit. Even if someone were staying for ten days or two weeks and wanted to purchase the ORCA monthly pass, trying to decipher which level of card to buy would be exceedingly confusing, at best. Trying to make such a decision might be comprehensible only to someone who makes the same commute five days a week.

If the only option for tourists is to rent a car and sit stuck in our infamous traffic jams, which can only become worse in coming years, along with exacerbating (if that's possible) the already impossible task of finding a parking spot in Seattle and increasingly in other areas around the Sound, as high-rises proliferate, the vertical growth causing much higher population densities while no more roads or traffic lanes are possible to accommodate the increased population. This problem can only become worse in time.

By contrast, I've found fantastic deals in other cities, which put the Greater Puget Sound area absolutely to shame.

For example, if that same visitor spent seven days in Portland, Oregon, they could purchase a easily understandable day or week pass, and enjoy unlimited travel by mass transit during that time. In Portland, an adult who is under 65 years of age, can pay \$5 for a day pass, or \$26 for a seven-day pass, \$51 for fourteen days or \$100 for a month. That includes all buses, MAX trains, WES trains and streetcars. Buy one pass for a set price and travel anywhere and everywhere in the Tri-Met system you want. In that respect, Portland actually seems to welcome visitors, while Seattle seems to chase them away. Oh, and if the visitor is 65 years of age or over, Medicare or on disability, the pass is \$2/day, \$7/week, \$13.50/two weeks and \$26/month. They seem to welcome tourist dollars, even though they do not collect a sales tax, which makes the area even more visitor friendly. Here is the link to the page to which I'm referring: [TriMet: Fares \(Tickets and Passes\)](#)

Portland is not an anomaly, however. San Francisco offers a one-day pass for cable cars, buses, and streetcars for: \$11/day, \$18 for three days, \$24 for seven days and \$45 for a month. For anyone staying in the city for three days or more, these rates are a bargain and also puts the greater Seattle area to shame. That link: [San Francisco Buses and Bus Passes](#)

Submission # 119

---

Visitors to Chicago can take unlimited rides on the Chicago Transit Authority's buses and trains as follows: 1 day = \$10, 3 days = \$20, 7 days = \$28, 7 days on CTA and PACE = \$33 and 30 days on CTA and PACE = \$100. Here's that link: [CTA Transit Passes](#) (Good for unlimited rides for time specified)

Boston has a pretty good deal as well: \$11/day, \$18/week and \$70/month. Here's that link: [MBTA.com > Information on Fares and Gifts](#)

New York City has similar deals: \$10/day, \$30/week and \$112 for 30 days, while those 65 and over and/or disabled qualify for half-price fares. That link: [MTA/New York City Transit - Unlimited Ride vs. Pay-Per-Ride \(Regular\) MetroCard](#)

I'm sure that I could easily find many additional examples. While other cities seem to greet visitors with open arms, particularly visitors who are also senior citizens, the greater Seattle area seems to chase them away. Creating system of one-day, three-day, seven day, fourteen day and 30-day passes, along with reduced fare passes for seniors, Medicare and the disabled would propel Seattle from the 19th to the 21st century. While other cities, in terms of promoting tourism, are racing down the backstretch, the greater Seattle area is, by comparison, providing an unconvincing attempt to even locate the starting line.

Adding such options would benefit citizens of the greater Seattle area, who might be hosting friends or relatives for a few days who might want to engage in some sightseeing or locals who, unable to afford travel out of state, opt for a "stay-cation", exploring sites of interest closer to home (getting their with their 1, 3, or 7 day pass or alternatively, weekend pass).

Let's hope that sanity might prevail and do so sooner rather than later.

That's my three cents worth.

Sincerely yours,  
Michael Lange

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #193 DETAIL</b> |
|------------------------------------------------------------------|

|                          |          |
|--------------------------|----------|
| <b>Submission Date :</b> | 7/9/2014 |
|--------------------------|----------|

|                     |      |
|---------------------|------|
| <b>First Name :</b> | Phil |
|---------------------|------|

|                    |        |
|--------------------|--------|
| <b>Last Name :</b> | Larkin |
|--------------------|--------|

|                             |                                                                                                                                                                                                                                                                       |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | I want 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. |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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

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

**193-1**

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

**193-2**

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

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #105 DETAIL</b> |
|------------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 6/16/2014 |
|--------------------------|-----------|

|                     |          |
|---------------------|----------|
| <b>First Name :</b> | Lorraine |
|---------------------|----------|

|                    |        |
|--------------------|--------|
| <b>Last Name :</b> | Larsen |
|--------------------|--------|

|                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | <p>I just took the long range plan survey. I was dismayed to see so little attention paid to the Issaquah/North Bend/I-90 corridor. This is where light rail should have started years ago. I could envision light rail going right down the middle of I-90. Certainly the powers that be MUST know of the amount of people commuting along I-90 to Bellevue and into Seattle. The traffic is horrible and with all the homes being built and that people have to live further outside the city for more reasonably priced housing, it is only going to be worse.</p> |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

I'm more in favor of any kind of light rail/train mode of transportation as opposed to buses.

This area has moved up from the 7th worst traffic to now the 4th. I'm not seeing any progress.

Lorraine Larsen

**105-1**

The Current Plan Alternative (see Figure 2-7 in the Final SEIS) includes a potential light rail corridor in the I-90/ Issaquah corridor, corridor C. The Potential Plan Modifications Alternative also includes a corridor from Issaquah to the Issaquah Highlands. No corridors extend out to North Bend because it is currently outside of the Sound Transit District boundary as shown in Figure 1-1 of the Final SEIS. The Sound Transit District boundary defines the agency's service area as established by state law. Sound Transit must follow legislatively mandated steps before annexing areas into the Sound Transit District or extending services beyond the current district boundary. These steps are described in more detail in Section 2.5 of the Final SEIS.

The Long-Range Plan does acknowledge that some areas may be reasonable locations for extending high capacity transit service and notes that North Bend may be one of those areas.

Submission # 115

---

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #115 DETAIL</b> |
|------------------------------------------------------------------|

**Submission Date :** 6/14/2014

**First Name :** Harold

**Last Name :** Larsen

**Submission Content :** The Obvious the most serious problems today, Lynnwood to Everett will no doubt be done first.

Tacoma, Olympia, Portland and California will also be growing bringing an equally increased load to our all ready over taxed freeways.

Tacoma's is a must, continuing as far south as funds allow makes good sense. Fort Lewis which plugs the space to Tacoma afternoons is really needed, Olympia helpful.

Harold Larsen

Submission # 73

---

**Sound Transit Long-Range Plan Update - RECORD #73 DETAIL****Submission Date :** 6/19/2014**First Name :** William**Last Name :** Larter

**Submission Content :** I think that rapid transit service is long overdue. Having visited San Francisco, Washington, D.C., Barcelona/Madrid/Seville, Spain, and Amsterdam, Netherlands (and other foreign places), I think that we are long overdue to upgrade our Rapid Transit Services. I wish this was a priority for the U.S. as well as the Puget Sound Region. It would help to decrease the number of vehicles on the road and therefore vehicle emissions, which would be good ecology-wise as well as decrease the need for more roads. The rapid transit systems I have used elsewhere have been safe (!), clean, on time, and frequent.

**Sound Transit Long-Range Plan Update - RECORD #97 DETAIL**

**Submission Date :** 6/13/2014  
**First Name :** Glenn  
**Last Name :** Laubaugh  
**Submission Content :** Dear SoundTransit;

I live in Portland, Oregon but do visit or pass through Seattle from time to time, so I really fall well outside your current survey of where transit should go next.

There are an awful lot of corridors that have a lot of potential in the Seattle area. I think it is very important to think about how these corridors may be served as that is just as important as the "where next?" question.

As an example, I would like to point to the DuPont to Lakewood corridor. You mention on the web site doing this as a "commuter rail" project. However, the current method of operating traditional "commuter rail" in the USA is pretty expensive. I have no idea if this would be politically practical to do on this corridor, but it seems to me that a Tacoma to DuPont would probably be able to be "built" cheaper and faster and operated cheaper if it were set up as a "diesel light rail" line as has been done in places such as the New Jersey RiverLINE operation. The idea would be to provide a core rail line for Pierce Transit to serve with its buses that would be faster than the existing bus routes.

Maybe even Intercity Transit could connect at DuPont so they wouldn't have to run their buses to downtown Tacoma?

DCTA in Texas was able to get approval to operate its Stadler light rail cars in intermixed service on a freight railroad, essentially giving light rail service on a standard freight line. With PTC signalization coming soon to the main line through western Washington, it should be possible to operate such light rail - like trains on this line as there really isn't that much freight traffic on it.

Absent the ability to have fairly frequent and regular service over this line that would be similar to light rail, I don't think it would be worth trying to do as part of Sounder as it is simply too expensive to operate such long trains at such infrequent intervals.

This is only an example of "how it is done" would mean a different set of priorities for different corridors.

All of the corridors mentioned on your survey could use work, as I have encountered all of them during times of severe congestion at one point or another. It seems to me that with the "how?" question, it is going to be really important where SoundTransit is best able to get the most impact for the least amount of investment as well as least construction time.

Best hopes for your future plans,

- Glenn Laubaugh  
 Portland, Oregon

--  
 ++++++  
 glennl@easystreet.net  
 Oh, the Places I've Been (VirtualTourist Map):  
<http://members.virtualtourist.com/m/m/5f9c8/>

**97-1**

Section 2.6 of the Final SEIS has been revised to provide additional clarification regarding technologies. Alternative transit technologies operating on principally exclusive rights-of-way could be considered for off-spine service but they could not interline with the spine and would not be intended to feed the spine. (The "spine" of the Link system extends north-south from Everett to Tacoma, and east-west from Redmond to Seattle.) Consideration would 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 (and separate) operations and maintenance facilities.

97-1



# Long-Range Plan Draft Supplemental Environmental Impact Statement



## Comment Form

Name: Peter Leahy  
 Address: 5000 Fawcett Way SW Apt 303  
 City: Seattle State: WA Zip Code: 98136  
 Email address: peterjleahy@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):

337-1

Please prioritize West Seattle rail service.  
 West Seattle is a very fast growing area  
 which currently has very limited transportation  
 capacity. ~~Metro~~ There is not currently road  
 capacity to add <sup>more</sup> dedicated bus lanes, and current  
 Metro service is effectively at full capacity.  
 I feel light rail is the best option for  
 providing needed transit capacity for West Seattle,  
 White Center, and Burien.  
 (and I apologize for my handwriting)

### 337-1

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

**13-1**

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 #13 DETAIL**

**Submission Date :** 6/23/2014

**First Name :** Charlotte

**Last Name :** Lee

**Submission Content :** To Whom It May Concern:

I am writing in favor of 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. The stations on A3 are so few that it is a deterrent to use. I have been donating money to Seattle Subway in the hopes that I could take light rail to the University of Washington where I work and Ballard where I go to the doctor. The placement of the station at Wallingford and Stoneway is far enough that I would likely still end up driving. I do not want to drive. But I do not have time to walk from my home at Phinney Ave N. to Stone way (and back) every time I go to and from work (often carrying books and a laptop as I am a professor) or the doctor. A station at Aurora would be just barely close enough. If there was a station at Fremont Blvd and 46th and also a station very close to the QFC in Wallingford, I could consider giving up my car since work, doctor, and groceries covers a large amount of my driving. A station on 46th at Aurora or Fremont Ave could also serve Woodland Park and Greenlake. Having more stations along the whole line matters not just for me, but for everyone who would love to have access to easy and convenient light rail.

Please do 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 enough stations is a most important consideration in this corridor as it is the highest value transit corridor that does not already have rail planned in Washington State.

Sincerely,  
Prof. Charlotte Lee  
Phinney Ave. N  
Seattle, WA 98103

13-1

**295-1**

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

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #295 DETAIL</b> |
|------------------------------------------------------------------|

|                             |                |
|-----------------------------|----------------|
| <b>Submission Date :</b>    | 6/23/2014      |
| <b>First Name :</b>         | Charlotte      |
| <b>Last Name :</b>          | Lee            |
| <b>Submission Content :</b> | Transit Board: |

295-1

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. The stations on A3 are so few that it is a deterrent to use. I have been donating money to Seattle Subway in the hopes that I could take light rail to the University of Washington where I work and Ballard where I go to the doctor.

The placement of the station at Wallingford and Stoneway is far enough that I would likely still end up driving. I do not want to drive. But I do not have time to walk from my home at Phinney Ave N. and Stone way every time I go to and from work (often carrying books and a laptop as I am a professor) or the doctor. A station at Aurora would be just barely close enough. If there was a station at Fremont Blvd and 46th and also a station very close to the QFC in Wallingford, I could consider giving up my car since work, doctor, and groceries covers a large amount of my driving. A station on 46th at Aurora or Fremont Ave could also serve Woodland Park and Greenlake. Having more stations along the whole line matters not just for me, but for everyone who would love to have access to easy and convenient light rail.

Please do 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 enough stations is a most important consideration in this corridor as it is the highest value transit corridor that does not already have rail planned in Washington State.

Sincerely,  
Prof. Charlotte Lee  
Phinney Ave. N  
Seattle, WA 98103

**554-1**

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.

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #554 DETAIL</b> |
|------------------------------------------------------------------|

**Submission Date :** 7/24/2014

**First Name :** David

**Last Name :** Leisner

**Submission Content :** I concur completely with Seattle Subway's suggestion for presenting a West Seattle option that can more easily be included with ST3:

<http://seattletransitblog.com/2014/07/22/lets-build-rail-to-west-seattle-option-a6/>

We in West Seattle have long been promised high speed transit to downtown, and would have been included in previous long range plans if not for the monorail debacle. The current transit options to downtown (Rapid Ride C Line) are already at nearly full capacity (the bus crossing the WS bridge is nearly always full). So what happens in the next 2-3 years once the thousands of new apartment/condo units near the Alaska Junction are full of new residents?

Please delay no longer, and provide the critical connection between WS and downtown Seattle.

Regards,

David Leisner

**534-1**

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

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #534 DETAIL</b> |
|------------------------------------------------------------------|

**Submission Date :** 7/24/2014

**First Name :** Bill & Celeste

**Last Name :** Lenth

**Submission Content :** We realize that there is light rail to the airport and have used it once. However, as .78 year olds living in West Seattle, this method of transportation involving a bus to downtown or to Lander and Bus Way isn't convenient especially dragging our suitcases. We hope that somehow, the 560 Sound Transit bus can be once again come to the Junction. We have taken Rapid Ride to Westwood to catch it there.... and stood for 20 minutes waiting for it in the rain since there is no bus shelter where it stops. This is not a good plan either. Thank you for your attention to this grievance.

Celeste and Bill Lenth  
5016 California Ave SW in West Seattle.

**Sound Transit Long-Range Plan Update - RECORD #397 DETAIL****Submission Date :** 7/27/2014**First Name :** Aaron**Last Name :** Lichtner**Submission Content :** Hello,

I will start by saying that I am a huge proponent of you guys. I would however like to comment that we should be trying our best to create a robust system (which doesn't cut corners) for generations to come. Some cost savings now will be offset in the future by the need for expansions. Although I completely understand that much of the financial and political situation in the state is out of your hands.

I have some specific comments however.

1. Review and update population models being used for your studies. Many of them seem to underestimate population and use.

2. Study a crossing over Lake Washington at Sand Point.

3. Study the highest quality possible option for a Ballard to UW line.

4. Study a better eastside corridor.

5. Show an option to the sound transit board for West Seattle which could be included in ST3. They have been shunned for too long.

Many more detailed analysis can be found at the Seattle Subway volunteer run website.

Thank you,  
Aaron Lichtner

--  
Aaron Lichtner  
Sent with Airmail

**397-1**

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.

**397-2**

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

**397-3**

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.

**397-4**

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.

**397-5**

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.

# Long-Range Plan Draft Supplemental Environmental Impact Statement

## Comment Form



Name: Jason Lim  
 Address: 620 N 34 st  
 City: Seattle State: WA Zip Code: 98103  
 Email address: jason.milnosaj@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):

There is a lack of East/West  
corridors

- Ballard
- Wallingford
- Greenlake
- Fremont
- U-district
- Bellevue
- Kirkland
- Redmond
- West Seattle

to Seattle / Airport

Highly recommend e/w corridors for  
these growing neighborhoods

- Safe, reliable transit is needed  
for a rapidly growing city of  
Seattle

### 336-1

Both the Current Plan Alternative and Potential Plan Modifications Alternative (see Figure 2-7 and 2-9 in the Final SEIS) include east-west corridors, including corridor G - Ballard to UW, corridor K - UW to Redmond via 520, corridor 14 - UW to Sand Point to Kirkland to Redmond, and corridor 25 - West Seattle to Ballard via Central District, Queen Anne. Connections from any of these corridors could be made to reach Seattle and Sea-Tac Airport.

**Sound Transit Long-Range Plan Update - RECORD #52 DETAIL****Submission Date :** 6/24/2014**First Name :** At-Chiung**Last Name :** Liu**Submission Content :** Hello,

I am looking forward to see any expansion.

But I do have an idea for the long range plan: why not connect the Lynwood line with the Bellevue line, and run loop lines? It will simplify I would suggest one clockwise and another counter clockwise. Everett and others can have short branch lines.

Perhaps the loop can follow I405. This will reduce so much congestion we currently experience, and improve inter-community activities.

Such as it now, I am simply dread ed to go downtown for meetings, getting a job there, or visit east of the Lake Washington.

Thank you for hearing my suggestion.

Sincerely,  
At-Chiung Liu

from my iPhone

**52-1**

The Current Plan Alternative (see Figure ) includes a potential rail corridor between Renton and Lynnwood in the I-405 corridor (see corridor D in Figure 2-7 of the Final SEIS). This corridor would connect East Link with Lynnwood Link. As the Link light rail system expands, the operations of trains in the system would be determined in the future.



**Sound Transit Long-Range Plan Update - RECORD #141 DETAIL****Submission Date :** 6/15/2014**First Name :** James**Last Name :** Lowndes

**Submission Content :** I have taken your survey and none of your plans include anything traveling East of Renton, Kent, and Auburn. Four Corners and Covington are two of the fastest growing areas in the county. A significant amount of commercial development is occurring at four corners that has only two lane highways from 196th on the Maple Valley highway coming from Renton and Kent Kangley coming from Covington. I see no plans for any future light rail or even to fund widening the two lane highways to 4 lanes.

James Lowndes  
 14927 S.E. 184th St.  
 Renton, 98058  
 budjbl3@comcast.net <mailto:budjbl3@comcast.net>

**141-1**

Sound Transit acknowledges the suggestion to study light rail to Four Corners and Covington. However, these areas are located outside of the Sound Transit District boundary as shown in Figure 1-1 of the Final SEIS. Sound Transit must follow legislatively mandated steps before annexing areas into the Sound Transit District or extending service beyond the current district boundary. Please see Section 2.5 of the Final SEIS for more information on this process. The SEIS does acknowledge that some areas may be reasonable locations for extending HCT service, including Covington.

# Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: MICHAEL LUITGAARDEN  
 Address: 20624 74TH DR SE  
 City: SMOOTHFIELD State: WA Zip Code: 98296  
 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 STRONGLY OPPOSE A RAIL SYSTEM RUNNING THROUGH HIGHWAY 99 IN EVERETT. I THINK THIS WOULD BE VERY DISRUPTIVE TO ANY BUSINESS THAT IS LOCATED CLOSE TO THE HIGHWAY AND THREATEN THE LIVELIHOOD OF THE BUSINESS OWNERS AND THEIR EMPLOYEES. I THINK A BETTER ALTERNATIVE WOULD BE RUNNING IT THROUGH I-5 WHICH HAS A BETTER STRUCTURE TO SUPPORT RAIL SERVICE

## 572-1

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.

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #367 DETAIL</b> |
|------------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 7/23/2014 |
|--------------------------|-----------|

|                     |     |
|---------------------|-----|
| <b>First Name :</b> | Anu |
|---------------------|-----|

|                    |        |
|--------------------|--------|
| <b>Last Name :</b> | Luthra |
|--------------------|--------|

|                             |                                                                             |
|-----------------------------|-----------------------------------------------------------------------------|
| <b>Submission Content :</b> | I want rail to West Seattle! Study "A6" to North Delridge and the Junction. |
|-----------------------------|-----------------------------------------------------------------------------|

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.

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

Thank you!

Anu Luthra

**367-1**

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.

**367-2**

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 #209 DETAIL****Submission Date :** 7/8/2014**First Name :** John**Last Name :** MacDuff**Submission Content :** Planners,

209-1

I think some consideration should be made to expanding the Sound Transit District east along I-90 as far as North Bend.

Although this is beyond the current Growth Management Boundary in King County, there is considerable development taking place out there in the North Bend and Snoqualmie Ridge areas.

Thanks,

John MacDuff  
Downtown Issaquah  
johnntty@dhuibh.net<mailto:johnntty@dhuibh.net>

**209-1**

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. North Bend 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, North Bend is one of those locations.

**Sound Transit Long-Range Plan Update - RECORD #500 DETAIL****Submission Date :** 7/25/2014**First Name :** James W.**Last Name :** MacIsaac

**Submission Content :** Regional Express versus BRT  
 The SDEIS needs to provide a clear definition of what is meant by BRT versus Regional Express routes. Is it presumed that BRT means operating on exclusive bus-only lanes, whereas Regional Express operates on HOV or HOT lanes? Do both allow buses to do collection/distribution services beyond the ends of their express guideways? If HOV lanes are converted to 3+HOV and HOT use with speeds maintained at 45 mph or better, would that constitute BRT?

Most of the Sound Move Regional Express routes operate over most of their lengths on HOV lanes. In most cases they currently provide travel times equal to or better than LRT that must stop at every station along its route. If the HOV lanes were managed to maintain 45+ mph, would the routes be called BRT? Future project proposals need to clearly identify costs of BRT with exclusive bus lanes and the alternative of BRT on HOT lanes. (HOT = Transit plus 3+HOVs plus paid use by SOVs and 2OVs managed by tolls to maintain speeds of 45+ mph).

**Financial Constraints**  
 Figure 2-5 on page 2-8 of the SDEIS illustrates the prospective magnitudes of the Updated Long-Range Plan and a Potential Long Range Plan Modifications to (the current?) Sound Transit fiscally constrained program. To alert voters to the possible fiscal consequences of pursuing the current long-range plan and the greater financial consequences of the potential plan modifications, the SEIS needs to place potential cost ranges on these three levels of the long-range plan together with funding options.

The current Sound Move plus ST2 program is funded by 0.9% sales tax plus 0.3% MVET that ends in 2028. The attachment hereto shows the tax revenue versus expense of the current program thru 2030 according to ST's 2013 financial plan. Current funding provides little funding for any further system expansions before 2030, unless ST significantly increases its bond obligations. The SEIS needs to give voters some indication of future tax increase needs to fund the current Long-Range plan and any Potential Modifications of the Long-Range Plan. This could make a big difference between the potential 'dream plan' and what voters are willing to accept for future system expansions.

James W. MacIsaac, P.E.  
 381 129th Place NE  
 Bellevue, WA 98005

**Attachments :** 2013 Rev & Exp Chart.pdf (189 kb)

**500-1**

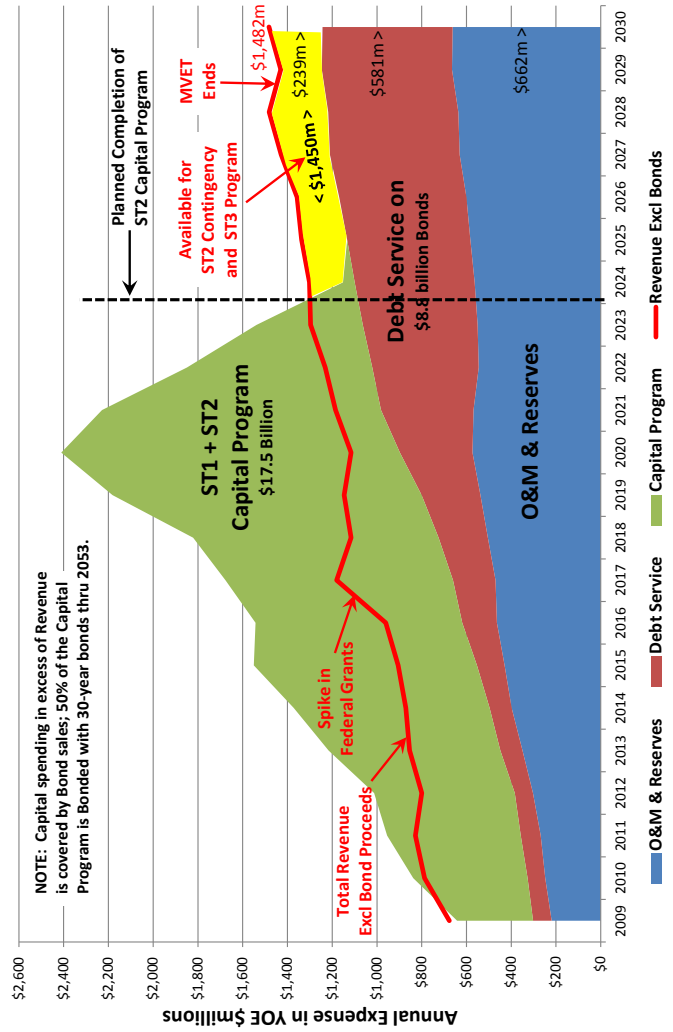
As indicated in Section 2.1.3 of this Final SEIS, BRT systems operate in a variety of rights-of-way, including dedicated busways (such as along freeways), on HOV lanes, and on arterials partly or fully outside general traffic lanes. BRT also has the flexibility to mix these approaches within a given corridor. Sound Transit's current ST Express bus service is an example of BRT that currently operates on freeway HOV lanes or managed lanes outside of general traffic lanes for at least a portion of their route. BRT that operates principally on exclusive rights-of-way with a high degree of grade separation can be considered as regional HCT, while other forms of BRT and Regional Express bus service that do not operate principally on exclusive rights-of-way may in some cases be considered supporting services or interim services to HCT.

**500-2**

To clarify, Figure 2-5 of the SEIS illustrates that any new fiscally constrained system plan will not necessarily include all the projects reflected in the updated Long-Range Plan. Similarly, it illustrates that an updated Long-Range Plan will likely be a subset of the options evaluated in the Potential Plan Modifications Alternative, which is meant to be a menu of options from which the Sound Transit Board can choose to update the Long-Range Plan. The Long-Range Plan is unconstrained financially and unconstrained by time; it is therefore not reasonable to try to estimate its costs.

# ST1&2 Revenue and Expense Estimates

Source: Sound Transit 2013 Financial Plan



Prepared by:

James W. MacIsaac, P.E.

March 26, 2013

66-1

**Sound Transit Long-Range Plan Update - RECORD #66 DETAIL****Submission Date :** 6/25/2014**First Name :** H. W.**Last Name :** Maine**Submission Content :** After watching the Sound Transit System for a number of years noticed proper planning is not one of the strong points.

Please note there is a rail spur that runs from Woodinville to Bellevue and stops at the SE 8th street when the I-405 Highway was widened. Why is this not being reconnected and the rail bed upgraded to install a light rail service to service Boeing in Renton etc. If you have problems contact either Siemens or German Rail for guidance. They have the technology for a great system.

Sincerely,

H. W. Maine  
Sammamish, WA 98075

**66-1**

The rail spur that you mention is referred to as the Eastside Rail Corridor and is evaluated in the SEIS as a potential high-capacity transit corridor stretching from Renton to Woodinville. The Final SEIS evaluates various modes within this corridor including light rail, commuter rail, bus rapid transit, and streetcar. Please see Chapter 2 of the Final SEIS for more information.

# Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: Holly Malcom  
 Address: 2911 70th Dr. NE  
 City: Marysville State: WA Zip Code: 98270  
 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 am opposed to light rail being installed along Evergreen Way / Hwy 99 in Everett. That would be a huge hindrance of business for my place of employment since it would take our main entrances away. And since we are a major Plus dealer, it would cost us a lot of business.

## 568-1

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.



**558-1**

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

**Sound Transit Long-Range Plan Update - RECORD #558 DETAIL**

**Submission Date :** 7/24/2014

**First Name :** Alex

**Last Name :** Malek

**Submission Content :** I'm excited by the long range plans, particularly the Kirkland to Ballard line, Ballard to Seattle, and the potentially more direct line from Seattle to Seatac. I hope you'll do as much grade-separated track as possible. Thanks, Alex Malek

558-1 |

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #395 DETAIL</b> |
|------------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 7/27/2014 |
|--------------------------|-----------|

|                     |         |
|---------------------|---------|
| <b>First Name :</b> | Michael |
|---------------------|---------|

|                    |              |
|--------------------|--------------|
| <b>Last Name :</b> | Manderscheid |
|--------------------|--------------|

|                             |                                                                                                                        |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | Extending light rail from the Lynnwood TC to Alderwood Mall and Ash Way<br>P&R should be a very high priority for ST3. |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------|

I would also like to see light rail serving Factoria, DT Bellevue, DT Kirkland, Totem Lake, Bothell, then either Lynnwood or Kenmore-Lake City-145th/130th/Northgate.

Bus Rapid Transit along I-405 would be my 2nd choice--not nearly as good as rail, though, assuming BRT doesn't serve downtown Kirkland and is slow through Bothell (as is route 535).

Mike Manderscheid  
Lynnwood

**395-1**

The Current Plan Alternative (see Figure 2-7 in the Final SEIS) includes potential light rail corridor D - Renton to Lynnwood and high-capacity transit corridor L - Northgate to Bothell on SR 522 which would provide connections to the locations requested.

**257-1**

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

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #257 DETAIL</b> |
|------------------------------------------------------------------|

**Submission Date :** 7/11/2014

**First Name :** Daniel

**Last Name :** Maret

**Submission Content :**

Hi,  
I am writing in support of the proposed Sand Point Crossing for Link Light Rail. As someone who works in Downtown Kirkland and lives in North Seattle, it is a constant source of frustration having to choose between two inefficient routes to either across 520 or around the north end of the lake, both of which are heavily congested and take me miles out of my way-having to go north then south, or vice versa to get home, when I live essentially directly west of where I work. Taking public transit makes this journey even more epic, taking up to an hour and a half each way, for a trip that usually takes less than 30 minutes by car in light traffic.

A huge benefit to this option is that rather than providing another transit option on the same route people drive, which is almost always slower than just driving the same route, this would provide an option which for people near the route, would be a more attractive option than driving, because it is more direct.

[Signature Image]

Xbox Live/PSN/Steam: Thundercranky

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #196 DETAIL</b> |
|------------------------------------------------------------------|

|                          |          |
|--------------------------|----------|
| <b>Submission Date :</b> | 7/9/2014 |
|--------------------------|----------|

|                     |  |
|---------------------|--|
| <b>First Name :</b> |  |
|---------------------|--|

|                    |       |
|--------------------|-------|
| <b>Last Name :</b> | Marna |
|--------------------|-------|

|                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | <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> |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**196-1**

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

**196-2**

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

**219-1**

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 #219 DETAIL |  |
|-----------------------------------------------------------|--|
|-----------------------------------------------------------|--|

|                   |          |
|-------------------|----------|
| Submission Date : | 7/8/2014 |
|-------------------|----------|

|              |      |
|--------------|------|
| First Name : | Alex |
|--------------|------|

|             |        |
|-------------|--------|
| Last Name : | Marple |
|-------------|--------|

|                      |                                                                                                                                                                                                                                                                       |
|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Submission Content : | After reading the piece in STB earlier today I'm hopeful that you give renewed focus on the idea of a 520 light-rail crossing. It may be difficult and costly (I don't actually think that will be the case) but it's important to build now instead of regret later. |
|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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

Cheers,  
Alex Marple

**Sound Transit Long-Range Plan Update - RECORD #545 DETAIL**

**Submission Date :** 7/24/2014  
**First Name :** Tom  
**Last Name :** Marshall  
**Submission Content :** Hello,

I agree with all of Seattle Subway's points so I'm just putting the here.

545-1 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.

545-2 Driverless technology for new rail routes must be studied as part of Sound Transit's efforts to improve their financial sustainability in operations.

545-3 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.

545-4 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.

545-5 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.

545-6 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.

545-7 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.

**545-1**

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

**545-2**

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

**545-3**

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.

**545-4**

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

**545-5**

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

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.

**545-6**

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.

**545-7**

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.

Submission # 84

---

**Sound Transit Long-Range Plan Update - RECORD #84 DETAIL**

**Submission Date :** 6/19/2014  
**First Name :** Steve  
**Last Name :** Martin  
**Submission Content :** I am fine funding more bus service, but no more wasted \$\$ on Light Rail.  
  
Thanks,  
  
Steve Martin and family  
22711 NE 2nd Street  
Sammamish, WA 98074

Visit our website: <http://www.chep.com> Confidentiality Notice: This email is intended only for the use of the party to which it is addressed and may contain information that is privileged, confidential, or protected by law. If you are not the intended recipient you are hereby notified that any dissemination, copying or distribution of this email or its contents is strictly prohibited. If you have received this message in error, please notify us immediately by replying to the message and deleting it from your computer.

**Sound Transit Long-Range Plan Update - RECORD #525 DETAIL****Submission Date :** 8/25/2014**First Name :** Tiernan**Last Name :** Martin

**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.

- o 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.?

- o 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.

- o 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.

- o 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.

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

- Study a better Eastside Corridor.

- o 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.

- o 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.

- o 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.

- o 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.

- o 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.

--  
Tiernan Martin

**525-1**

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

**525-2**

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

**525-3**

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.

**525-4**

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

**525-5**

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

**525-6**

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.

**525-7**

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.

**525-8**

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.



|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #302 DETAIL</b> |
|------------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 7/11/2014 |
|--------------------------|-----------|

|                     |        |
|---------------------|--------|
| <b>First Name :</b> | Joshua |
|---------------------|--------|

|                    |        |
|--------------------|--------|
| <b>Last Name :</b> | Marvel |
|--------------------|--------|

|                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | <p>I'm a north Seattle resident who, like many other people commute to the Kirkland/Redmond area for work. I also find the east/west transit options within north Seattle to be extremely slow and inefficient. The area running east from Ballard all the way to Redmond is extremely desirable for living and working, but it is plagued by traffic and forces many east/west travelers to drive on I5 and the 520 bridge when they would far prefer less expensive, less polluting, less stressful transit options. Please explore east-west transit and the Sand Point Crossing option.</p> |
|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Thank you,

-Josh Marvel

**302-1**

In response to comments on the Draft SEIS, a "UW to Sand Point to Kirkland to Redmond" light rail corridor has been added to the Potential Plan Modifications Alternative (Corridor 14 in the Final SEIS) 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 14 - UW to Sand Point to Kirkland to Redmond.

Other east-west transit options studied in the SEIS and described in Chapter 2 of the Final SEIS include corridors 10 and 41 from North Kirkland or UW Bothell to Northgate via SR 522 and from North Kirkland to downtown Seattle Seattle via SR 522 respectively.

**Sound Transit Long-Range Plan Update - RECORD #402 DETAIL****Submission Date :** 7/28/2014**First Name :** Erick**Last Name :** Matsen**Submission Content :** Hello Sound Transit folk--

I would like to advocate for the points put up by the Seattle Subway organization. In summary,

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/-5223519094883483648/7885254291223478272>>.

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/-5223519094883483648/7957311885261406208>>.

3. Study the highest quality option for Ballard to UW: The Ballard Spur. We discuss this in detail here<<https://act.myngp.com/el/-5223519094883483648/8029369479299334144>>.

4. Study a better Eastside corridor. We discuss this in detail here<<https://act.myngp.com/el/-5223519094883483648/8101427073337262080>>.

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/-5223519094883483648/8173484667375190016>>.

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/-5223519094883483648/8245542261413117952>>

Thank you,

Erick

--  
Frederick "Erick" Matsen, Assistant Member  
Fred Hutchinson Cancer Research Center  
<http://matsen.fhcrc.org/>

**402-1**

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.

**402-2**

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

**402-3**

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

**402-4**

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.

**402-5**

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.

**402-6**

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.

**Sound Transit Long-Range Plan Update - RECORD #146 DETAIL**

**Submission Date :** 7/1/2014  
**First Name :** Scott  
**Last Name :** Mayhew  
**Submission Content :** Hello,

146-1 | Please consider putting in a station at Graham Hill and MLK. I'm sure you've already heard all the reasons for it (longest stretch without a station, nearby businesses, nearby residents, school access, etc.). I live very close to this intersection and currently have to drive to the Columbia City station to use it. This one would be within walking distance.

146-2 | Also, please consider building some transit parking garages near light rail. You could charge a dollar per hour and still make money.

Thanks,  
 Scott

**146-1**

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

**146-2**

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.

This plan-level SEIS broadly defines potential high-capacity transit corridors and assumes that stations, parking areas, operations and maintenance facilities, and other infrastructure needs would be implemented along those corridors as necessary. Examples of such infrastructure improvements (referred to as "representative projects") are provided in Appendix A of the SEIS, including additional parking at existing stations system-wide (Table A-6) and parking along new transit corridors (Table A-11).

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #106 DETAIL</b> |
|------------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 6/16/2014 |
|--------------------------|-----------|

|                     |          |
|---------------------|----------|
| <b>First Name :</b> | Lorraine |
|---------------------|----------|

|                    |           |
|--------------------|-----------|
| <b>Last Name :</b> | McConaghy |
|--------------------|-----------|

|                             |                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | <p>I just filled out the online survey, but there was no way to say what is MOST important to me. By definition, "Sound Transit" should be providing public transportation within the whole Puget Sound area. So Bellingham to Olympia. Not every ten minutes, of course, but it shouldn't be impossible to get to Bellingham or Anacortes from Seattle and vice versa, and also to and from Olympia, the state capital.</p> |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Taking the bus to Olympia involves a major transfer at Lakewood, with inefficient connection from one bus system to the next. Getting to Anacortes involves four bus transfers. Four.

If the Airporter is running these routes, surely Sound Transit can.

Lorraine McConaghy

**106-1**

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. 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.

|                                                                 |
|-----------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #45 DETAIL</b> |
|-----------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 6/27/2014 |
|--------------------------|-----------|

|                     |      |
|---------------------|------|
| <b>First Name :</b> | Hope |
|---------------------|------|

|                    |           |
|--------------------|-----------|
| <b>Last Name :</b> | McCormack |
|--------------------|-----------|

|                             |                                                                                                                                                     |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | Hooray for light rail. With Everett's projected population increase, I would certainly want to see the line extended north--the sooner, the better. |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|

45-1

45-2

I love riding trains. It would be wonderfully convenient to spend more leisure time in Seattle or points south without the headaches of traffic and parking issues.

Light rail would be especially useful for students who wish to attend the Seattle area's many fine community colleges and universities without the hassle of bus schedules that extend their day. Also, the light rail would open the door for more employment possibilities for residents living north of Seattle and other cities. Cost of gasoline, traffic, parking and vehicle wear-and-tear are all deterrents to seeking jobs out of one's immediate area.

This rail line would also be environmentally advantageous. I very much appreciate Washington state's ecological consciousness. This rail would further that objective and bring us closer to the European model for efficient transportation.

I just wish this rail's construction could come a lot sooner, but, of course, such a project takes time. I thank you for getting this done.

Sincerely,

Hope McCormack

**45-1**

The Final SEIS Current Plan Alternative includes a potential light rail extension north to Everett (corridor H).

**45-2**

The University of Washington light rail station is expected to open for service in 2016. The Lynnwood Link Extension project will extend light rail north of Seattle to the city of Lynnwood in Snohomish County, with completion targeted for 2023. Service expansion to other colleges, as well as to population and employment centers, is under consideration in the Final SEIS.

Submission # 346

# Long-Range Plan Draft Supplemental Environmental Impact Statement



## Comment Form

Name: Tom McCoskey

Address: 2101 S. 324th St #141

City: Federal Way State: WA Zip Code: 98003

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):

Build it along I-5 / Hurry up.

**81-1**

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

|                                                                 |
|-----------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #81 DETAIL</b> |
|-----------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 6/17/2014 |
|--------------------------|-----------|

|                     |        |
|---------------------|--------|
| <b>First Name :</b> | Andrew |
|---------------------|--------|

|                    |            |
|--------------------|------------|
| <b>Last Name :</b> | McCullough |
|--------------------|------------|

|                             |      |
|-----------------------------|------|
| <b>Submission Content :</b> | Hi - |
|-----------------------------|------|

81-1

I'm travel pretty frequently (2 or so times per month) for work and cannot take the Link Light Rail to SeaTac from Seattle as it does not begin its first run of the workday early enough; most commuter flights start too early in the day to chance the train - a 5:30AM pick-up at Beacon Hill (my home) does not afford time enough when my flights typically depart in the 7AM hour. I just completed the online survey concerning service expansions, no area to place comments / suggestions on it so am sending this the 1990s way, via email.

Thanks,  
Andrew

Submission # 39

---

**Sound Transit Long-Range Plan Update - RECORD #39 DETAIL****Submission Date :** 6/23/2014**First Name :** Dan**Last Name :** McDonald**Submission Content :** To Whom It May Concern:

It is my preference that light rail be expanded to Everett in the next round of extensions. Everett is the hub for Snohomish County, as the county seat, the home of Boeing, the connection to eastern WA via Highway 2, and has always served as a "bedroom community" for Seattle and Bellevue. It would be a huge benefit to the area to enable people from Seattle and south to travel via light rail to visit Everett and the surrounding areas, as well as a gigantic benefit for the people of Everett to be able to take light rail to jobs and entertainment in Seattle, not to mention direct car free access to SeaTac airport for business and leisure travel.

It is my hope that light rail and regional transit continues to expand northward, at least to the largest city in Snohomish county. Tacoma should also be linked in the future, as well as the remainder of the 405 loop, allowing for light rail commutes throughout the I-5 and 405 corridors.

Sincerely,

Daniel McDonald  
Life long area resident



Submission # 104

---

**Sound Transit Long-Range Plan Update - RECORD #104 DETAIL**

**Submission Date :** 6/16/2014  
**First Name :** Sherry  
**Last Name :** McLaughlin  
**Submission Content :** That was useless

**300-1**

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

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #300 DETAIL</b> |
|------------------------------------------------------------------|

|                             |            |
|-----------------------------|------------|
| <b>Submission Date :</b>    | 7/13/2014  |
| <b>First Name :</b>         | Ryan       |
| <b>Last Name :</b>          | McLaughlin |
| <b>Submission Content :</b> | Option sp1 |
|                             | McLaughlin |

300-1 |

**94-1**

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.

94-1

**Sound Transit Long-Range Plan Update - RECORD #94 DETAIL****Submission Date :** 6/17/2014**First Name :** Ryan**Last Name :** McLean

**Submission Content :** I moved to Puget Sound a year ago, in May 2013, from Utah. I was astounded when I moved here to discover how disjointed the misaligned the public transit situation is. Dozens of agencies all operating their own schedules with different policies, routes, rules, etc.

In Utah, all the public transit for the main metropolitan corridor (Primarily Provo Utah to Ogden Utah -- an 81 mile metropolitan area not all that different than our Everett-to-Tacoma corridor) is handled by one transit agency: UTA. Utah Transit Authority.

UTA has it's issues -- expensive fares, construction scandals, and overcompensated executives -- but the UTA experience is way better than the experience up here. You get one unified public transit experience wherever you are in the corridor. One set of fares. One set of rules. One set of customer service phone numbers. Etc.

How much money is wasted in Washington state by having a half-dozen or more redundant administrative staffs? How much stronger would the "Bus Rapid Transit" brand be if there was just one unified brand, rather than SWIFT in Snohomish and RapidRide Downtown.

How much easier would it be for transit riders if they could get all their public transit information from one unified website. How much more efficient would the routes be when they were all part of one system?

I would like to see the long range transit plan include provisions to unify our disjointed transit systems into one strong, integrated system. Until then I fear we'll continue with the current system, which is a half-dozen local transit systems with pretty weak links at the edges, inconveniencing riders who want to go more than a few miles and who need to cross more than one system boundary.

Thank You,  
Ryan McLean

Submission # 31

---

**Sound Transit Long-Range Plan Update - RECORD #31 DETAIL****Submission Date :** 6/21/2014**First Name :** Debbie**Last Name :** McPherson

**Submission Content :** I'm retired and have a choice to drive in traffic or not. Young people will be the ones dealing with these issues and I defer to them. Also, as you know, the train from Everett cannot be depended on due to slides. Maybe driverless cars will catch on and decrease collisions and "looky lews" that slow traffic. What a concept. I like the flexibility of buses to take detours, but they are subject to traffic jams as well.

95-1

The Long-Range Plan is a financially unconstrained plan. Project costs and possible funding sources would be considered in the next planning phase (system planning) if directed by the Sound Transit Board of Directors.

95-1

|                                                                 |
|-----------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #95 DETAIL</b> |
|-----------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 6/17/2014 |
|--------------------------|-----------|

|                     |     |
|---------------------|-----|
| <b>First Name :</b> | Don |
|---------------------|-----|

|                    |       |
|--------------------|-------|
| <b>Last Name :</b> | Means |
|--------------------|-------|

|                             |                                                                                                                                                                                                                                                                            |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | <p>This looks to me to be an expensive project to say the least. Knowing King Counties normal MO that would be major property tax increases on automobiles. Still can't rap my mind around why you come to the people that don't use transit instead of those that do.</p> |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Recently the voters voted down a tax increase to support transit probably because they could see thru the thinly veiled attempt to 'guilt trip' us all into supporting something we won't use. Then surprise, surprise you found the money? What are the chances? Look, I'm just a simple guy. I don't see why you don't just add another 50 cents or dollar to the fare and then ta-ta the problem goes away?

All we needed was a leader for the socialist mob running the city and now you have one in Kshama Swant.

Thank you;

**Sound Transit Long-Range Plan Update - RECORD #36 DETAIL****Submission Date :** 6/24/2014**First Name :** Brent**Last Name :** Meyer**Submission Content :** Dear Sound Transit-

As with the Ballard-Downtown study, I am personally very interested in expanding light rail to Ballard with good public transit links to neighboring communities such as Crown Hill, Greenwood, etc.

Here is some specific feedback I want to share relative to a potential Ballard-University District line. I take the 28 bus every day and would directly benefit from the Ballard Spur A4.

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,

Brent Meyer  
8522 10th Ave NW, Seattle

**36-1**

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

**36-2**

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

**36-3**

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.

36-1

36-2

36-3

**232-1**

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.

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #232 DETAIL</b> |
|------------------------------------------------------------------|

|                             |           |
|-----------------------------|-----------|
| <b>Submission Date :</b>    | 7/17/2014 |
| <b>First Name :</b>         | Brent     |
| <b>Last Name :</b>          | Meyer     |
| <b>Submission Content :</b> | Hello-    |

As a resident of Crown Hill in Seattle, I am very interested in the potential advancement(s) of light rail into Ballard with passage of ST3. Meanwhile, I want to make certain that the line is presented in as viable and accurate a way as possible as it may potentially impact public interest and access to federal grants. Therefore, I request that you consider these two additional comments:

1. Update the ridership and population projections in the corridor studies to more accurately represent growth in Seattle and the region.
2. Use the corrected ridership projections to further the case to build the highest quality grade separated subway system possible.

Ballard is growing very quickly and based on ongoing development, should continue to grow beyond prior projections through the end of the decade. That population increase is expected to have a significant impact on transit ridership and so I hope the numbers are updated to reflect the population reality.

Respectively,

Brent Meyer  
8522 10th Ave NW, Seattle

232-1

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #164 DETAIL</b> |
|------------------------------------------------------------------|

|                          |          |
|--------------------------|----------|
| <b>Submission Date :</b> | 7/2/2014 |
|--------------------------|----------|

|                     |     |
|---------------------|-----|
| <b>First Name :</b> | Liz |
|---------------------|-----|

|                    |        |
|--------------------|--------|
| <b>Last Name :</b> | Meyers |
|--------------------|--------|

|                             |                                                                                                                                                                                                                                                                                   |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | Just wanted to put a hand up in support of re-instituting the Graham St. light rail station. The area of Hillman City needs this station to encourage business development and to increase accessibility this valuable transit resource to our neighborhood.<br>Thanks, Liz Myers |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Sent from my iPhone, which is why the spelling is all jacked up

**164-1**

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 # 352

# Long-Range Plan Draft Supplemental Environmental Impact Statement



## Comment Form

Name: Gary Micallef (Hyundai of Everett)  
 Address: 7800, 4800, 4620 Evergreen Way  
 City: Everett State: WA Zip Code: 98203  
 Email address: GARY@HYUNDAI OF EVERETT.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):

My Recommendation is to keep the Transit Trains  
off of Evergreen Way. Move them off grid. The  
Effect of the construction alone would be devastating  
to businesses along the main road.

Submission # 55

---

**Sound Transit Long-Range Plan Update - RECORD #55 DETAIL****Submission Date :** 6/23/2014**First Name :** Chuck**Last Name :** Middendorf**Submission Content :** To whom it may concern:

I read with great interest updates on your recent planning study of the Ballard/UW corridor. I'd like to offer my quick feedback. It's very simple:

Please, no more BRT. As there have been no dedicated lanes, Rapid Ride has been a failure.

Please, no more street cars. As they also share lanes with traffic, they are of no use.

I firmly believe that Light Rail in the area is the only option. If you can't build above ground, a below ground option has to be considered. No more construction, in traffic. And while you're at it, make sure it stops in all of the necessary areas: Ballard, Phinney/Aurora, Wallingford, UW, and perhaps planning a route to U-Village and Children's, or along 520 to Kirkland. A single stop on Greenwood is not enough.

Thank you for your time,  
 Chuck Middendorf  
 4306 3rd Ave E  
 Wallingford, Seattle, WA

182-1

**Submission Content :**

Greetings,

If you're looking for new routes, please consider taking over the Metro 242, which is currently on the chopping block. No other bus that I know of comes even remotely close to connecting Redmond with Shoreline.

Thanks for your consideration!

Michael Mikesell  
Shoreline, WA

From: Sound Transit [mailto:soundtransit@public.govdelivery.com]  
Sent: Monday, July 7, 2014 10:10 AM  
To: Michael Mikesell  
Subject: Reminder! Help shape the future of regional mass transit

[ST header]

Reminder! Help shape the future of regional mass transit

This is a reminder that the Long-Range Plan Draft Supplemental Environmental Impact Statement (Draft SEIS) has been released for review and comment. Starting this week, there will be six open house/public hearings where you can join the conversation.

We have had incredible response to this comment period. If you haven't already, now is your chance to participate. All comments must be submitted electronically or postmarked by July 28, 2014.

There are several great ways to provide comments on the Draft SEIS.

- \* Email:  
LongRangePlan@soundtransit.org<mailto:LongRangePlan@soundtransit.org>
- \* In person: Complete a comment form or provide verbal comment to a court reporter at a public open house.
- \* Mail: Sound Transit, Attn: Karin Ertl, 401 S. Jackson St., Seattle, WA 98104
- \* Online: Complete a survey<http://links.govdelivery.com:80/track?type=click&enid=ZWfzPTEmbWfPbGluZ2lkPTlwMTQwNzA3LjMzNzgZnZUxJm1c3NhZ2VpZD1NREItUFJELUJVTC0yMDE0MDcwNy4zMzc4Mzc1MSZkYXRhYmFzZWlkPTEwMDEmc2YyaWFsPTE3MDk5OTg1JmVtYWVsaWQ9bWljbWlrQG1pY3Jvc29mdC5jb2OmdXNlcmIkPW1pY21pa0BtaWVyb3NvZnQuY29UJmZsPSZleHRyYT1NdWw0aXZhcmlhdGVJZD0mJiY=&&100&&http://soundtransit.publicinvolvement.net/?utm\_campaign=june2014&utm\_medium=email&utm\_source=LRPList>

Open house/public hearings

There will be six open house/public hearings in July 2014 starting this week. At each meeting, an open house will be held throughout, and a public hearing will begin 30 minutes after the start of the meeting for those wishing to provide testimony directly to Sound Transit.

All meetings except July 10 in Seattle are 5:30–7:30 p.m. with a public hearing at 6 p.m.

Redmond – Tues., July 8  
Redmond Marriott | 7401 164th Ave. N.E.

Federal Way – Wed., July 16  
Truman High School | 31455 28th Ave. S.

Tacoma – Thurs., July 10  
Greater Tacoma Convention and Trade Center | 1500 Broadway

Everett – Thurs., July 17  
Everett Station | 3201 Smith Ave.

**182-1**

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.

Seattle – Tues., July 15  
Museum of History and Industry | 860 Terry Ave. N.

Seattle – Thurs., July 10  
Union Station | 401 S. Jackson St.  
Daytime meeting: 12–2 p.m. with public hearing at 12:30 p.m.

Last fall, thousands of residents expressed interest in regional mass transit as the Sound Transit Board kicked off a process to update the Long-Range Plan <<http://links.govdelivery.com:80/track?type=click&enid=ZWfzPTEmbWFpbGluZ2lkPTIwMTQwNzA3LjMzNzgZnZUxJm1lc3NhZ2VpZD1NREitUFJELUJVTc0yMDE0MDcwNy4zMzc4Mzc1MSZkYXRhYmFzZWlkPTEwMDEmc2VyaWVsPTE3MDk5OTg1JmVtYWlsaWQ9bWljbWlrQG1pY3Jvc29mdC5jb20mdXNlcmkPW1pY21pa0BtaWNyb3NvZnQuY29tJmZsPSZleHRyYT1NdWx0aXZhcmlhdGVJZD0mJiY=&&101&&http://www.soundtransit.org/Projects-and-Plans/Long-range-Plan-update>>. Those comments shaped the Draft SEIS which is now available for public review. Updating the Long-Range Plan later this year provides the framework for potential future mass transit expansion—now is your opportunity to comment on the Draft SEIS and share your regional transit priorities. Sound Transit is currently on its way to completing more than 30 miles of light rail extensions that voters approved for funding in 2008. Your comments on the Draft SEIS will help the Sound Transit Board identify future transit expansions after the light rail extensions are complete in 2023.

What is the regional Long-Range Plan?

The Long-Range Plan serves as the blueprint for how the Central Puget Sound region can use mass transit expansions to protect and promote its mobility, economy, and environment. Updating the plan will address how to respond to rising demand and congestion as our population grows by about one million people by 2040. Future ballot measures will be shaped by the plan.

More information:

\* Visit  
[soundtransit.org/LongRangePlan<http://links.govdelivery.com:80/track?type=click&enid=ZWfzPTEmbWFpbGluZ2lkPTIwMTQwNzA3LjMzNzgZnZUxJm1lc3NhZ2VpZD1NREitUFJELUJVTc0yMDE0MDcwNy4zMzc4Mzc1MSZkYXRhYmFzZWlkPTEwMDEmc2VyaWVsPTE3MDk5OTg1JmVtYWlsaWQ9bWljbWlrQG1pY3Jvc29mdC5jb20mdXNlcmkPW1pY21pa0BtaWNyb3NvZnQuY29tJmZsPSZleHRyYT1NdWx0aXZhcmlhdGVJZD0mJiY=&&102&&http://www.soundtransit.org/LongRangePlan>](http://links.govdelivery.com:80/track?type=click&enid=ZWfzPTEmbWFpbGluZ2lkPTIwMTQwNzA3LjMzNzgZnZUxJm1lc3NhZ2VpZD1NREitUFJELUJVTc0yMDE0MDcwNy4zMzc4Mzc1MSZkYXRhYmFzZWlkPTEwMDEmc2VyaWVsPTE3MDk5OTg1JmVtYWlsaWQ9bWljbWlrQG1pY3Jvc29mdC5jb20mdXNlcmkPW1pY21pa0BtaWNyb3NvZnQuY29tJmZsPSZleHRyYT1NdWx0aXZhcmlhdGVJZD0mJiY=&&102&&http://www.soundtransit.org/LongRangePlan)  
\* Questions? Call 206-903-7000 or e-mail  
[LongRangePlan@soundtransit.org](mailto:LongRangePlan@soundtransit.org)<<mailto:LongRangePlan@soundtransit.org>>  
\* For information in alternative formats, call 1-800-201-4900 / TTY Relay: 711 or email  
[accessibility@soundtransit.org](mailto:accessibility@soundtransit.org)<<mailto:accessibility@soundtransit.org>>  
[ST language block]

[ST footer]

You can view or update your subscriptions, password or e-mail address at any time on your Subscriber Preferences  
Page <<http://links.govdelivery.com:80/track?type=click&enid=ZWfzPTEmbWFpbGluZ2lkPTIwMTQwNzA3LjMzNzgZnZUxJm1lc3NhZ2VpZD1NREitUFJELUJVTc0yMDE0MDcwNy4zMzc4Mzc1MSZkYXRhYmFzZWlkPTEwMDEmc2VyaWVsPTE3MDk5OTg1JmVtYWlsaWQ9bWljbWlrQG1pY3Jvc29mdC5jb20mdXNlcmkPW1pY21pa0BtaWNyb3NvZnQuY29tJmZsPSZleHRyYT1NdWx0aXZhcmlhdGVJZD0mJiY=&&103&&https://public.govdelivery.com/accounts/WASOUND/subscriber/edit?preferences=true#tab1>>. All you will need are your e-mail address and your password (if you selected one).

This e-mail service is provided to you at no charge by Sound Transit<<http://links.govdelivery.com:80/track?type=click&enid=ZWfzPTEmbWFpbGluZ2lkPTlwMTQwNzA3LjMzNzgZnZUxJm1lc3NhZ2VpZD1NREltUFJELUJVTc0yMDE0MDcwNy4zMzc4Mzc1MSZkYXRhYmFzZWlkPTEwMDEmc2VyaWFsPTE3MDk5OTg1JmVtYWlsaWQ9bWljbWlrQG1pY3Jvc29mdC5jb20mdXNlcmikPW1pY21pa0BtaWNyb3NvZnQuY29tJmZsPSZleHRyYT1NdWx0aXZhcmlhdGVJZD0mJiY=&&104&&http://www.soundtransit.org/>>. If you have any questions about this service, contact [subscriberhelp.govdelivery.com](mailto:subscriberhelp.govdelivery.com)<<http://links.govdelivery.com:80/track?type=click&enid=ZWfzPTEmbWFpbGluZ2lkPTlwMTQwNzA3LjMzNzgZnZUxJm1lc3NhZ2VpZD1NREltUFJELUJVTc0yMDE0MDcwNy4zMzc4Mzc1MSZkYXRhYmFzZWlkPTEwMDEmc2VyaWFsPTE3MDk5OTg1JmVtYWlsaWQ9bWljbWlrQG1pY3Jvc29mdC5jb20mdXNlcmikPW1pY21pa0BtaWNyb3NvZnQuY29tJmZsPSZleHRyYT1NdWx0aXZhcmlhdGVJZD0mJiY=&&105&&https://subscriberhelp.govdelivery.com/>> for assistance.

---

This email was sent to [micmik@microsoft.com](mailto:micmik@microsoft.com)<<mailto:micmik@microsoft.com>> using GovDelivery, on behalf of: Sound Transit · 401 South Jackson St · Seattle WA 98104 · 206-398-5000

[Powered by GovDelivery]<<http://links.govdelivery.com:80/track?type=click&enid=ZWfzPTEmbWFpbGluZ2lkPTlwMTQwNzA3LjMzNzgZnZUxJm1lc3NhZ2VpZD1NREltUFJELUJVTc0yMDE0MDcwNy4zMzc4Mzc1MSZkYXRhYmFzZWlkPTEwMDEmc2VyaWFsPTE3MDk5OTg1JmVtYWlsaWQ9bWljbWlrQG1pY3Jvc29mdC5jb20mdXNlcmikPW1pY21pa0BtaWNyb3NvZnQuY29tJmZsPSZleHRyYT1NdWx0aXZhcmlhdGVJZD0mJiY=&&106&&http://www.govdelivery.com/portals/powerd-by>>

**217-1**

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

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #217 DETAIL</b> |
|------------------------------------------------------------------|

|                          |          |
|--------------------------|----------|
| <b>Submission Date :</b> | 7/8/2014 |
|--------------------------|----------|

|                     |          |
|---------------------|----------|
| <b>First Name :</b> | Sarajane |
|---------------------|----------|

|                    |        |
|--------------------|--------|
| <b>Last Name :</b> | Milder |
|--------------------|--------|

|                             |                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | In order for Seattle to be a real viable city it needs transportation that reaches across the entire city. I hope that you plan to build the Sand Point crossing that goes to Ballard. It's good because one can transfer in the UDistrict to go north/south. I hope you have the foresight to plan for this and I hope this happens within my lifetime! |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Sarajane Milder

**Sound Transit Long-Range Plan Update - RECORD #114 DETAIL****Submission Date :** 6/14/2014**First Name :** Seth**Last Name :** Miller

**Submission Content :** Dear Decision Makers,  
Please include the 405 corridor and 167 in your long range plans. We desperately need help in the Renton/Newcastle/Bellevue area. I was told many years ago that it was thought this corridor would not be an issue through 2020. It is a daily issue. If light rail came through this corridor, it would greatly improve mobility as we could take it to Bellevue, Seattle, and the airport. Workers south in the valley would also use it.

Also please build bigger and more park and rides. The model of gigantic park and rides outside of Washington DC is amazing. Everyone from the suburbs can park and take the trains into the city.

Thank you for letting us have a voice. I can't wait until I can actually use the light rail!  
Seth

**114-1**

The Final SEIS evaluates several potential light rail corridors serving communities and urban centers along I-405 and SR 167. This includes potential light rail service from Burien to Renton (Corridor B), Renton to Lynnwood along I-405 (Corridor D), Renton to Lynnwood along Eastside Rail Corridor (Corridor E), and Puyallup/Sumner to Renton via SR 167 (Corridor 7). Please see Chapter 2 of the Final SEIS for a description of these corridors. Following the issuance of the Final SEIS, the Sound Transit Board will make final decisions on updating the Regional Transit Long-Range Plan. The updated Long-Range Plan will then provide the basis for future transit investments.

**114-2**

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 #251 DETAIL**

**Submission Date :** 7/13/2014  
**First Name :** Kathy  
**Last Name :** Miller  
**Submission Content :** Hi,

My family is strong supporters of public transit, especially light rail. The absence of effective light in rail is Washington State's greatest downfall. I have lived in the parts of the country (The Bay Area and Boston) with excellent light rail systems. I always took a train over stepping into a car if train service was available. This is true with my travels to other parts of the world as well. It seems like you a missing a huge piece of the puzzle in your long range plan: The Everett to Seattle MAIN corridor, i.e. the I-5 corridor. I live outside of Mill Creek in unincorporated Snohomish County. There is no easy way to get anywhere. As a result, we don't frequent Seattle near as much as we would like to, because it takes to long to get there. We would love to take in more sporting events and local fairs, but it is too hard! The Sounder from Everett to Seattle is a joke. It only serves people living along the waterfront. It takes as long to get all the way west to Mukilteo or Edmonds as it does to Seattle. We have to drive north to Everett to catch it's ridiculously limited schedule. We might consider it if it ran for major sporting events, like Sounders, Mariners or Seahawks games.

The OBVIOUS solution is to build light rail along the main traffic corridors: 1-5 and I-405. That would serve the most amount of people and encourage the most amount of ridership. Those interstates are relatively easy to get to, and connect where people want to go. I don't need a train that only goes from Lynnwood to Everett - that won't help with anything! And I don't just want to get to Redmond or Bellevue. I want a train that goes from Everett, to Lynnwood, to Shoreline, to the U District to Seattle, to SeaTac, to Tacoma. You need to look at a map of the BART, and learn from them.

And I don't want to ride buses that sit in traffic with everyone else.

Good luck!  
 Kathy Miller

**251-1**

The Current Plan Alternative (see Figure 2-7 in the Final SEIS) includes several rail corridor segments along the I-5 and I-405 corridors that would build upon projects approved in Sound Move and the ST2 System Plan.

251-1



**Sound Transit Long-Range Plan Update - RECORD #550 DETAIL****Submission Date :** 7/24/2014**First Name :** Maury**Last Name :** Miller**Submission Content :** Dear Sound Transit,

I agree with the following comments by Seattle Subway especially comments about driverless technologies and a possible route to Issaquah.

- 550-1 |                   ·     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.
- 550-2 |                   ·     Driverless technology for new rail routes must be studied as part of Sound Transit's efforts to improve their financial sustainability in operations.
- 550-3 |                   ·     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.
- 550-4 |                   ·     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.
- 550-5 |                   ·     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
- 550-6 |                   ·     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.
- 550-7 |                   ·     Present a better option to the board for rail to West Seattle.
- Regards,
- Maury Miller

o

**550-1**

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

**550-2**

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

**550-3**

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.

**550-4**

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

**550-5**

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.

**550-6**

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

**550-7**

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.

Submission # 351

# Long-Range Plan Draft Supplemental Environmental Impact Statement



## Comment Form

Name: BRIAN MILLHUFF

Address: 6433-174th PL SE

City: Snohomish State: WA Zip Code: 98296

Email address: SMILLHUFF@BRIENFORD.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):

PLEASE CONSIDER NOT RUNNING LIGHT RAIL  
DOWN EVERGREEN WAY - THERE IS ALREADY  
REGULAR BUS SERVICE & RAPID TRANSIT BUSES.

THE CONSTRUCTION PERIOD WOULD BE DISASTROUS  
FOR BRIEN FORD AND ALL BUSINESSES  
DOWN EVERGREEN - AFTER IT WAS DONE  
THERE WOULD BE AESTHETIC ISSUES AS WELL.

Submission # 508

---

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #508 DETAIL</b> |
|------------------------------------------------------------------|

**Submission Date :** 7/25/2014

**First Name :** Madelyn

**Last Name :** Mills

**Submission Content :** Hi,

I've been following developments over at the Seattle Subway project and I have to say they have so many great ideas. I COMPLETELY support the idea of upgrading Seattle's public transportation system with rail-based technology. I really hope you'll consider their suggestions.

Please let me know what I can do to help push this forward.

Madelyn Mills  
Columbia City  
Regular Light-Rail and Bus Customer

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #210 DETAIL</b> |
|------------------------------------------------------------------|

|                          |          |
|--------------------------|----------|
| <b>Submission Date :</b> | 7/8/2014 |
|--------------------------|----------|

|                     |          |
|---------------------|----------|
| <b>First Name :</b> | Dominick |
|---------------------|----------|

|                    |         |
|--------------------|---------|
| <b>Last Name :</b> | Minotti |
|--------------------|---------|

|       |                             |                                                                    |
|-------|-----------------------------|--------------------------------------------------------------------|
| 210-1 | <b>Submission Content :</b> | The Ballard Spur and Lake WAshington crossing make a lot of sense! |
|       |                             | Dominick Minotti                                                   |

**210-1**

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

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.

Submission # 319

# Long-Range Plan Draft Supplemental Environmental Impact Statement



## Comment Form

Name: Barbara Stegeman Mitchell

Address: 926 So. M ST

City: Tacoma State: WA Zip Code: 98405

Email address: iso-tru2up@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):

On "Current Plan" Board -  
 Define "Yes" to Segment (A) extension  
 of Light Rail Link from Federal Way to Tacoma

**Sound Transit Long-Range Plan Update - RECORD #183 DETAIL****Submission Date :** 7/7/2014**First Name :** Denise**Last Name :** Miyake**Submission Content :** I tried to include a comment online but your survey does not allow an opportunity for comments to Sound Transit's long-range plan. So I hope you will consider this.

Light rail. Whether you add or extend light rail, the cost is exorbitant, not to mention the time it takes for completion. What (I) need now is direct transportation now from Federal Way to Seattle, not in 15-20 years. Please consider using what limited funds there are to put more buses on the road now.

Buses (routes) can be adjusted much more quickly to service places that need them and enable people to commute using public transportation now, not in 10-15 years. Once you build a light rail track, it's pretty tough and expensive to change the route.

And RapidRide buses service such a narrow corridor of riders and almost always requires a transfer to get to Point B. For example, RapidRide Line A only services Federal Way and the airport. If (I) need to get to downtown Seattle, it requires a transfer which adds to the commute time. I would gladly pay more to have a bus that takes me directly from Federal Way to downtown Seattle. Metro's current plan is to reduce service from Federal Way to downtown Seattle to just one route, Route 177. This is an insane way to get more people onto public transportation (no light rail in Federal Way yet!).

Thank you.

Denise Miyake

**183-1**

Sound Transit regional express bus routes 577 and 578 provide service between the Federal Way Transit Center and downtown Seattle. Restructured/enhanced bus services are also included in the Current Plan and Potential Plan Modifications Alternatives.

July 20, 2014

Sound Transit  
Long Range Plan

Planners —

Sound Transit Light Rail is great!

We definitely need to keep expanding  
public transportation — everywhere.

It would be helpful to get from many  
neighboring towns to Sea Tac Airport on transit.

I live in Kent and look forward to one  
day being able to get back and forth to Sea Tac  
by Light Rail.

Betsy Monahan  
24521 - 129th PL SE  
Kent 98030

310-1

Corridor B - Burien to Renton studied as part of the Current Plan Alternative (see figure 2-7 in the Final SEIS) and corridor 7 - Puyallup/Sumner to Renton via SR 167 studied as part of the Potential Plan Modifications Alternative (see figure 2-9 in the Final SEIS) would allow for travel between Kent and Sea-Tac Airport by light rail.

310-1

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #277 DETAIL</b> |
|------------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 7/10/2014 |
|--------------------------|-----------|

|                     |        |
|---------------------|--------|
| <b>First Name :</b> | Graham |
|---------------------|--------|

|                    |        |
|--------------------|--------|
| <b>Last Name :</b> | Mooney |
|--------------------|--------|

|                             |                                    |
|-----------------------------|------------------------------------|
| <b>Submission Content :</b> | Please study a Sand Point Crossing |
|-----------------------------|------------------------------------|

277-1

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

277-2

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

Thank you

**277-1**

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

**277-2**

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: David Moore  
 Address: 111 Yale Ave N #201  
 City: Seattle State: WA Zip Code: 98109  
 Email address: djmoorejr@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):

I would like to encourage Sound Transit to prioritize grade separated options. Getting our mass transit out of the car gridlock will only be more important as the density increases. Already the SHU area is ~~cluttered~~ gridlocked @ rush hour trapping busses as well as cars. A real subway system will permit our urban areas to continue to grow.

Thank you.

David Moore

### 333-1

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

**528-1**

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.

| Sound Transit Long-Range Plan Update - RECORD #528 DETAIL |  |
|-----------------------------------------------------------|--|
|-----------------------------------------------------------|--|

|                   |           |
|-------------------|-----------|
| Submission Date : | 8/24/2014 |
|-------------------|-----------|

|              |    |
|--------------|----|
| First Name : | VW |
|--------------|----|

|             |        |
|-------------|--------|
| Last Name : | Morgan |
|-------------|--------|

|                      |                                                                                                                                                                                                                                                              |
|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Submission Content : | I do not understand why planning seems to want to go up 15th west to Ballard when the people live between Fremont, Ballard and the U District. Metro already has a red express bus up 15th, why not run lite rail around Lake Union thru Fremont to Ballard. |
|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

VW CoeTug Morgan, Daylight Masonic Lodge #232 Secretary - Assistant Grand Secretary Emeritus tele: 206/632-2970

Relief of the distressed is a duty incumbent upon all men, but more particularly upon masons -

**225-1**

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

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #225 DETAIL</b> |
|------------------------------------------------------------------|

|                          |          |
|--------------------------|----------|
| <b>Submission Date :</b> | 7/7/2014 |
|--------------------------|----------|

|                     |     |
|---------------------|-----|
| <b>First Name :</b> | Dan |
|---------------------|-----|

|                    |        |
|--------------------|--------|
| <b>Last Name :</b> | Morris |
|--------------------|--------|

|                             |                                                                                                                                                                                                                                                                                         |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Content :</b> | <p>The biggest mistakes made in transit planning has been trying to cram buses, trolleys, cars, trucks, bikes and pedestrians all on the already overloaded surface streets. Please make ALL new transit improvements separate from surface roads, and parking on or next to roads.</p> |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Stop waisting millions of dollars destroying major thoroughfares with non sustainable, resource depleting, extremely expensive steel wheeled buses that can't turn to avoid blockage. Look carefully at how the many negative effects of what used to be a major thoroughfare and is now less where nothing was gained but many losses.

Dan Morris  
danmpix@gmail.com<mailto:danmpix@gmail.com>

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #474 DETAIL</b> |
|------------------------------------------------------------------|

|                          |           |
|--------------------------|-----------|
| <b>Submission Date :</b> | 7/28/2014 |
|--------------------------|-----------|

|                     |         |
|---------------------|---------|
| <b>First Name :</b> | Stephen |
|---------------------|---------|

|                    |        |
|--------------------|--------|
| <b>Last Name :</b> | Morton |
|--------------------|--------|

|                             |     |
|-----------------------------|-----|
| <b>Submission Content :</b> | Hi, |
|-----------------------------|-----|

474-1

I moved to Seattle a year ago, and I'm very excited to see how the transit system in the area is developing. I'm writing now to say that I support Seattle Subway's goals and ideas. In particular, their "Ballard Spur" design for the Ballard to UW corridor looks like a real improvement over the other options, and I'd love to see that studied so we can know more.

474-2  
474-3

I think their proposed Sand Point Crossing ties in very well with that, so I also think you should revisit that and study it as well. Making sure the Ballard/UW corridor is designed in a way to allow expansion in either direction is important to have that sort of future flexibility.

474-4

I'd also really like to see alternate technologies studied, including all available rail types. I would especially love to see driverless technology studied, which has the possibility to keep costs down while allowing for very long hours of operation.

474-5

In general, I think it's important to build the best possible lines we can, keeping open room for future improvements and expansions. To me, that means careful station design and grade separation everywhere. Keeping grade separation everywhere allows for the fastest, most reliable transportation network.

Thanks for your time,  
Stephen Morton

**474-1**

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

**474-2**

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

**474-3**

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.

**474-4**

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.

**474-5**

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

**212-1**

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 #212 DETAIL****Submission Date :** 7/8/2014**First Name :** Brian**Last Name :** Moss**Submission Content :** Yes!

212-1 | <http://seattletransitblog.com/2014/07/08/uw-to-redmond-via-kirkland-options-lets-build-a-sand-point-crossing-option-sp1/>

**Sound Transit Long-Range Plan Update - RECORD #511 DETAIL****Submission Date :** 7/25/2014**First Name :** Brian**Last Name :** Moss**Submission Content :** Please count my voice as recommending the following:  
Thank you,  
Brian MossComment on the Sound Transit  
Draft EIS for Long Range Plan

Hi Brian,

Over the past few weeks we've published a series of articles on Seattle Transit Blog about our comments on the Sound Transit Draft EIS for the Long Range Plan. You can tell ST that you support our comments by emailing them at [LongRangePlan@soundtransit.org](mailto:LongRangePlan@soundtransit.org) <<https://act.myngp.com/el/-6425715213089112064/-7394896294491193344>>

Our suggested comments to Sound Transit:

- 511-1 | 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/-6425715213089112064/-7322838700453265408>>.
- 511-2 | 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/-6425715213089112064/-7250781106415337472>>.
- 511-3 | 3. Study the highest quality option for Ballard to UW: The Ballard Spur. We discuss this in detail here <<https://act.myngp.com/el/-6425715213089112064/-7178723512377409536>>.
- 511-4 | 4. Study a better Eastside corridor. We discuss this in detail here <<https://act.myngp.com/el/-6425715213089112064/-7106665918339481600>>.
- 511-5 | 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/-6425715213089112064/-7034608324301553664>>.
- 511-6 | 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/-6425715213089112064/-6962550730263625728>>.

The comment period for this study ends on Monday 7/28 — be sure to send your comments to [LongRangePlan@soundtransit.org](mailto:LongRangePlan@soundtransit.org) <<https://act.myngp.com/el/-6425715213089112064/-7394896294491193344>> by that deadline.

Thanks!  
Seattle Subway

Like <<https://act.myngp.com/el/-6425715213089112064/-6818435542187769856>> us on Facebook <<https://act.myngp.com/el/-6425715213089112064/-6746377948149841920>>.  
Follow <<https://act.myngp.com/el/-6425715213089112064/-6674320354111913984>> us on Twitter <<https://act.myngp.com/el/-6425715213089112064/-6674320354111913984>>.  
Forward To A Friend <<https://act.myngp.com/el/-6425715213089112064/->>

**511-1**

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.

**511-2**

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

**511-3**

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

**511-4**

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.

**511-5**

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.

**511-6**

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.

7611069076604977152>

Seattle Subway is a Washington State Non-profit Corporation, pending application as a 501(c)(4) social welfare organization. Contributions<<https://act.myngp.com/el/-6425715213089112064/-6602262760073986048>> to Seattle Subway are not tax deductible.

If you'd like to make a contribution that is tax deductible to the extent allowed by law, please visit the contribution page for our friends at Seattle Subway Foundation<<https://act.myngp.com/el/-6425715213089112064/-6530205166036058112>>.

Seattle Subway<<https://act.myngp.com/el/-6425715213089112064/-7466953888529121280>>  
2112 NW 90th Street  
Seattle, WA 98117

If you believe you received this message in error or wish to no longer receive email from us, please unsubscribe<<https://act.myngp.com/el/-6425715213089112064/-7683126670642905088>>

[<https://act.myngp.com/el/-6425715213089112064/-8980163363325607936>]

Submission # 470

---

|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #470 DETAIL</b> |
|------------------------------------------------------------------|

|                             |                                                                                                                                                                                                                                         |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Submission Date :</b>    | 7/31/2014                                                                                                                                                                                                                               |
| <b>First Name :</b>         | Margaret                                                                                                                                                                                                                                |
| <b>Last Name :</b>          | Moulden                                                                                                                                                                                                                                 |
| <b>Submission Content :</b> | <p>My comment on the long-range plan would be that I hope Tacoma is included and served by Sound Transit to the greatest extent possible.</p> <p>Thank you,<br/>Margaret Moulden<br/>1026 NE 65th Street #204<br/>Seattle, WA 98115</p> |



|                                                                  |
|------------------------------------------------------------------|
| <b>Sound Transit Long-Range Plan Update - RECORD #289 DETAIL</b> |
|------------------------------------------------------------------|

|                          |          |
|--------------------------|----------|
| <b>Submission Date :</b> | 7/8/2014 |
|--------------------------|----------|

|                     |         |
|---------------------|---------|
| <b>First Name :</b> | Michael |
|---------------------|---------|

|                    |          |
|--------------------|----------|
| <b>Last Name :</b> | Moynihan |
|--------------------|----------|

|                             |                                                                             |
|-----------------------------|-----------------------------------------------------------------------------|
| <b>Submission Content :</b> | 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. 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.

Michael Moynihan

**289-1**

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

**289-2**

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: Kurt Munnich  
 Address: 4704 W. Skenehaven Dr  
 City: Everett State: WA Zip Code: 98203  
 Email address: mr.munch2@frontier.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 believe there is a "disconnect" between the population allocation given to Everett by the PSRC, for the upcoming (2025) Comprehensive Plan and the lack of certainty that light rail <sup>will</sup> reach the Everett area in the foreseeable future.

If light rail is not likely to serve the Everett area by the end of the Comprehensive Plan time frame, then Everett should not be obliged to accept the high-level population allocation provided by PSRC. In my view, the traffic on I-5 and SR529 will become more unbearable, if that is possible.

Kurt Munnich  
7-17-14

## 353-1

The Current Long-Range Plan Alternative studied in the Long-Range Plan Update SEIS includes a potential light rail corridor between Lynnwood and Everett. Because it is already in the current Long-Range Plan as a potential rail extension, light rail in this corridor could be advanced as part of a future system plan by the Sound Transit Board of Directors.