
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

Submission # 29

Sound Transit Long-Range Plan Update - RECORD #29 DETAIL**Submission Date :** 6/18/2014**First Name :** Linda**Last Name :** Naismith**Submission Content :** It seems that West Seattle, Des Moines Burien are always left out of planning. I still have a magnet on my refrigerator telling me that I could have a free ride on the monorail December 15, 2007 from West Seattle to downtown -- what happened to that voter approved project?

The 'former' mayor wanted density and we are certainly getting it - but we are so far behind other major cities in our ability to transport people without their cars. The city has approved ridiculous sized 'cubapartments' with no parking -- how are those people suppose to commute?

West Seattle bridges and roads are at more than capacity and they will be worse when the viaduct goes down as you can't get to the city through the new proposed tunnel (another great idea) -- we need some relief NOW and yet we are not even on a plan for 2023. This needs a remedy..

Linda Naismith
206 947 9273

Sound Transit Long-Range Plan Update - RECORD #111 DETAIL
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Submission Date :	6/14/2014
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First Name :	Gary
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Last Name :	Negley
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Submission Content :	<p>I live in Mill Creek and I am retired. I often use public transportation to get from my home to Sea-Tac. Sometimes the routing software suggests going via Bellevue and using route P560(formerly M560 "Express") which I have done on occasion. I sent an email to Metro Transit complaining about the slow service between Bellevue and Sea-Tac. The route is pathetic. It spends at least 20 minutes weaving it's way through the bowels of downtown Renton. Most of the ridership I've seen is local, a lot of it within Renton.</p>
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Currently the projected time between Bellevue TC and Sea-Tac is 55 minutes. By contrast it's about 25 minutes by car.

Anyway a lady named Jennifer responded to my email with the following from their service department: " While Metro operates the 560, Sound Transit is responsible for the planning/management of this route. As noted, ridership on the 560 is lower than other ST routes such as the 511 however if the 560 bypassed Renton there would be even fewer riders. As the rider market between Bellevue and SeaTac is smaller than between South Snohomish and downtown Seattle the number of riders who would take the 560 directly between Bellevue and the Airport is also smaller. This is why ST choses to also serve Renton with the 560. Another option for travel between Snohomish and SeaTac would be to come into downtown (on 511) and transfer to LINK."

My question:

If the ridership between Bellevue and Sea-Tac is so low that it doesn't justify a true express route then why in the Hell are we building light rail from Bellevue to Sea-Tac???

Gary Negley
Mill Creek

111-1

A potential future light rail connection between Bellevue and SeaTac (via Renton) along I-405 or the Eastside Rail Corridor would provide a more direct route and higher frequencies than the existing ST Express route 560. Costs, impacts, ridership and other evaluation measures would be evaluated in more detail, along with station locations and alignments, in the future for those corridors that are advanced as part of a future system plan.

111-1

Sound Transit Long-Range Plan Update - RECORD #280 DETAIL

Submission Date : 7/8/2014
First Name : Matt
Last Name : Neilson
Submission Content : Sound Transit,

280-1 | I would like to voice my opinion on the issue of studying a Sand Point Lake Washington rail crossing. It is important that Sound Transit study all potential alignments and not use previous highway based studies to exclude potential routes. Seattle is a city starving for rail and willing to pay a large price for a world class system.

280-2 | Please take the time to evaluate the additional options and benefits that an east-west Kirkland to Magnuson Park alignment could provide to the region. Voters have shown that they are willing to pay for quality transportation.

It is also important that we do not limit ourselves to "light rail" rail technology. Cities around the world have shown the transit systems can operate with multiple types of rolling stock vehicles. Driver-less subways provided a great opportunity for lower labor costs with higher frequencies.

Respectfully,
Matt Neilson

280-1

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

280-2

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

Driverless trains would require grade separation along the full length of the affected line(s). Currently, Sound Transit light rail transit trains use a mix of guideways, including on-street surface operations in some locations. As a result, using driverless technology would not be suitable for any light rail transit extensions that would also travel along the existing system. Driverless technology could be considered for off-spine service that operates on principally exclusive rights-of-way but does not interline with the spine and is not intended to feed the spine.

Submission # 340

Long-Range Plan Draft Supplemental Environmental Impact Statement



Comment Form

Name: BEN NELSON

Address: 2107 S. 324th ST #305

City: FEDERVA WA State: WA Zip Code: 98003

Email address: bnelson@hynesnet.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):

The I-5 Route is the obvious Route for many reasons
 There have been environmental impact statements done already
 The will move the whole timeline and process up
 Go to WA D.C. - 1 Get funding
 Build the Light rail Along I-5!

137-1

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

Sound Transit Long-Range Plan Update - RECORD #137 DETAIL
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Submission Date :	6/13/2014
First Name :	Steven
Last Name :	Neuman
Submission Content :	To Whom it may concern:

137-1

As part of the Draft Supplemental Environmental Impact Statement released for review I would like to encourage Sound Transit to invest swiftly in grade-seperated rail transit connecting Ballard to Downtown and the U-District (in that order or priority). This neighborhood is amongst the fastest growing, most walkable and yet least-connected areas of the Puget Sound Region and would benefit greatly from a entirely subway connection to other neighborhoods and areas.

With growth already surpassing its 2024 target, Ballard is in dire need to immediate and high-priority transit development action as part of the long-range plan.

Furthermore I would like to indicate that reliability of service and speed are major concerns for the community - tunnels are expensive - but the investment in infrastructure is long overdue and will ensure reliability, efficiency, and may allow for options like driverless transit. For this investment to be meaningful we must spend the necessary money.

best,
Steve

Steven R. Neuman
p (206) 588-6386

Seattle, WA

237-1

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 #237 DETAIL
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Submission Date :	7/16/2014
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First Name :	Steven
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Last Name :	Neuman
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Submission Content :	To Whom it May Concern:
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It has recently come to my attention that Sound Transit is using the figure "29,580" for Ballard's 2010 population, with expected growth by 2035 of only 14% in the Ballard to Downtown Seattle Transit Expansion Study. Ballard's present growth is explosive and already in some sense surpassing this low projection with the number of large-scale apartments and condo units being added. Gridlock, due to lack of grade-separated transit options, is now a major factor, sure to only get worse with even moderate density increases.

I would like to encourage ST to quickly update the ridership and population projections in the corridor studies to more accurately represent growth in Seattle and the region - especially Ballard. Furthermore I would ask that ST use the corrected ridership projections to build the case for high-quality grade-separated subway access between Ballard and Downtown.

Thank you,
Steven Neuman

6723 13th Ave NW
Seattle, WA 98117

237-1

108-1

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 #108 DETAIL	
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Submission Date :	6/14/2014
First Name :	Jim
Last Name :	Newman
Submission Content :	Dear Sound Transit,

Rt 167 the West Valley Highway is extremely crowded and will get considerably worse in the future. I saw that you projected extension of light rail to Kent. I recommend that it become a bigger priority with a completion date of 2018 or even 2016 when the section below SEA TAC is completed. The current date for completion is 2023. This request is based upon the current traffic situation in the south sound.

To extend it to Kent will do a great deal to alleviate traffic on I 450 in Bellevue and the I 90 junction, with I 405. The traffic there is bad also. The extension to Kent or even beyond may help with the population increase in Tacoma, commuters from Tacoma would be willing to drive to Kent to avoid commuting into Seattle.

The second request that I have is for a bigger parking area in Sumner, maybe a parking garage in the lot where the defunct Apple Super Market is.

Please consider

Jim Newman Jr.
253-677-4697

108-1

Submission # 538

Sound Transit Long-Range Plan Update - RECORD #538 DETAIL**Submission Date :** 7/24/2014**First Name :** Greg**Last Name :** Nicoll

Submission Content : What am I missing? Is there is no plan to ever provide light rail service to West Seattle? Nothing in Ballard or Madison Park? If I understand the plan correctly, this plan does absolutely nothing for residents of Seattle, which is the easiest group to serve considering the high density. Is some other agency supposed to be serving Seattle? If so, who? I understand unloading freeways, but not serving Seattle means that Seattlites have nothing to look forward to but ever increasing gridlock. The city continues eliminating lanes and bus service (which doesn't work anyway) and Sound Transit (and anyone else for that matter) has no plans to backfill this transportation void? This policy is leaving me with no choice but to consider leaving this beautiful city. Look at Boston, London, New York, even our hipster neighbors to the south, have figured this out and yet we remain in the transportation dark ages. Luckily I have the capability, fitness and persistence to ride a bike at any opportunity I get, even in our ever persistent rain, because riding in the rain is better than sitting in gridlock. I feel even worse for those that cannot ride a bike, because, quite frankly, it is the only way to get around this city. And it will do nothing but get worse as Seattle's population continues to grow.

DISAPPOINTED.

Sound Transit Long-Range Plan Update - RECORD #270 DETAIL

Submission Date : 7/18/2014
First Name : Diane
Last Name : Nielsen
Submission Content : Hello,

270-1

I just want to make sure that everyone at Sound Transit knows that once upon a time, West Seattle was going to have a monorail to downtown and then to Ballard. While connecting light rail to Ballard still seems to be in the 2005 Long Range Plan, West Seattle seems to have been left out completely.

I would argue that our needs for light rail are at least as great as Ballard's. We are undergoing similar levels of development, and we currently have very limited access to downtown. When (if) the tunnel is finished, that access will be even more limited. With the reduction of 99 to two lanes from the West Seattle Bridge to downtown, there is a backup most days during rush hour that stretches across the West Seattle Bridge. The backup to I-5 northbound into downtown is even worse.

I lived in North Seattle for my first 17 years in Seattle (U-District, Ravenna, Fremont, and Greenwood). I've lived in West Seattle for 3.5 years. The backups to downtown from North Seattle are nothing compared to the backups I see daily from West Seattle. Since I commute to Mercer Island, where I teach school, mass transit is not an option for me since it would take 3 buses and about 2 hours to get to work. I cannot afford to live in the community where I work, which I often hear people suggest as a solution to car commuting. I am a big proponent of light rail to downtown so that those of us who must drive can have less congestion.

If West Seattle was originally on a par with Ballard with regard to a monorail extension both directions from downtown, why was connecting West Seattle to downtown left out of the 2005 Long Range Plan? West Seattle needs to be added back into the light rail equation, and the timeline for light rail moved up. We cannot wait 20 years for a rail connection to downtown.

Sincerely,

Diane Nielsen
 8149 28th Ave SW
 Seattle, WA 98126

270-1

The Final SEIS evaluates several light rail/high capacity transit corridors between West Seattle and downtown as part of the Potential Plan Modifications Alternative. Please see Chapter 2 of the Final SEIS for a description and location of corridors 2, 23, and 25. Sound Transit also studied the West Seattle to downtown corridor in somewhat greater detail as part of the Central and East High Capacity Transit (HCT) Corridor Study. The Sound Transit Board will review the information from both the HCT Corridor Study and from the SEIS as they consider how to update the Long-Range Plan.

Sound Transit Long-Range Plan Update - RECORD #60 DETAIL

Submission Date :	6/21/2014
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First Name :	Nikki
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Last Name :	Nielson
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Submission Content :	Please add a direct non-transfer route from Harbour Pointe Blvd and Possession Way (Mukilteo) to Boeing (Everette) between 6:00 AM to 7:00 AM Monday to Friday.
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60-1

60-1

Sound Transit acknowledges the suggestion to study a bus route from Harbour Pointe Blvd and Possession Way to Boeing (Everette); however, Sound Transit's legislative directive is to provide regional high-capacity transit. This service is typically over longer distances and connects to regional growth centers. The route suggested would best be serviced by local transit.

Sound Transit Long-Range Plan Update - RECORD #392 DETAIL**Submission Date :** 7/27/2014**First Name :** Peter**Last Name :** Nigh

Submission Content : Hello and thank you for reading. I was born in Seattle and never before have I been so excited about our little big city. Possibility surrounds us and gives us the chance to shape the future, starting with the long range plan. I am a big supporter of The Seattle subway group and will post their comments below, with a few additions that I feel strongly about.

Here are my thoughts:

-HCT from Colman Dock to Madison park along Madison Avenue, providing fast east west connections from the waterfront to waterfront.

-HCT from the U District/Brooklyn station to the Mt. Baker station (and possibly the I-90/rainier station) along 23rd ave. also please study extending the first hill streetcar east to 23rd on Jackson or yesler. This would provide the central district HCT, and connections to LINK.

Here are the comments from Seattle subway, which I strongly support.

- 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.

392-1

Decisions made as part of Central Link, University Link Extension, and Northgate Link Extension have determined the alignment for light rail service from the University District/Brooklyn Station to the Mount Baker station.

In the Potential Plan Modifications Alternative, a branch of the First Hill Streetcar has been extended east to 23rd Avenue South on Jackson Street (see Figure 2-11 in the Final SEIS). The First Hill Streetcar is currently planned to run along Jackson Street to 14th Avenue South.

392-2

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

392-3

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

392-4

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.

392-5

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

392-6

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

392-7

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.

392-8

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.

392-8

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.

392-9

• 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.

392-9

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 #57 DETAIL**Submission Date :** 6/23/2014**First Name :** Martin**Last Name :** Nix**Submission Content :**

I hereby formally request that Sound Transit implement a new bus express route, going from Lynnwood Park and Ride (future train station) to Everett Boeing. May I recommend a route. The route starts at Lynnwood, then goes to Evergreen directly. That way it interfaces with the SWIFT. Then turns at Casino Road. And goes to Airport Road and then circles the Everett Plant.

This will need some construction of stations. Right now we have a major employer with nearly 75,000 employees, many of whom pay for Sound Transit service. The company has a severe parking overflow problem. Most employees at the plant do not own a ORCA card, and it is squarely due to lack of bus service.

Everett Transit services the plant, but the service is inadequate. In fact, it is nearly impossible to transfer to Evergreen from the plant. Other transit agencies have service to Everett, but it way way inadequate. Sound Transit needs to review this new route, and in fact, should consider putting it in sooner. Boeing should be requested to assist in financing.

For example, there needs to be a more aggressive campaign to get employees to sign up, and the company should take serious paid parking (both of which are tax deductions). There is a benefit to the company. Right now the company is shelling out large amounts of money due to medical care due to traffic accidents from commuting. Many employees have been killed in commuting accidents. This should be documented and presented to the company as part of the proposal.

There is a group of employees called Jet to Work who have been looking at Boeing putting in it's own service, including innovative ideas like extending the bicycle trail to Everett from Centennial, solar collectors on top of the parking lots, Car2Go rental cars, storefronts, electric vehicle plug ins, etc. These ideas need to be integrated. Whatever, Everett Boeing has way inadequate bus service, and we need solutions. Thank you. Martin Nix

57-1

In response to comments on the Draft SEIS, a regional express bus corridor has been added to the Potential Plan Modifications Alternative to provide service to Boeing/Paine Field. Please see Figure 2-10 in the Final SEIS for the location of Corridor 47 – Lynnwood to Everett, serving Southwest Everett Industrial Center (Paine Field, Boeing). This corridor has been studied to the same level of detail as other corridors in the Final SEIS. Specific routing for this service would occur in the future if the project were implemented as part of a future system plan.

Sound Transit Long-Range Plan Update - RECORD #26 DETAIL**Submission Date :** 6/26/2014**First Name :** Rebecca**Last Name :** Novelli**Submission Content :** To Whom It May Concern:

I am responding to your request for comment on Sound Transit's Long-Range Plan.

If anything would be enough to convince citizens of the need for a long-range transit plan in Seattle, the traffic congestion and gridlock all over the city in the last two weeks should be more than enough to demonstrate that we need to get to work. Now.

Can anyone explain why, when there is construction everywhere, it is a good time to close major thoroughfares in Fremont, Downtown, South Lake Union, and Seattle Center for special events like walks and runs and parades and fairs? It now takes an hour to drive from Magnolia to University Village at rush hour. The Fremont Bridge is often up at this time while traffic piles up all along Nickerson. So is the Ballard Bridge. Can't move on 15th. Who thinks this is a good idea? At least correct the timing on the signals so as to keep traffic moving.

Excuse my ranting, but this kind of congestion cannot be allowed to happen in Seattle. We're from Los Angeles where it doesn't matter how much you widen the freeway because you will just make more gridlock. There must be efficient public transportation that offers travel times that are competitive with private automobiles. Under the present circumstances that shouldn't be too difficult.

I live in the 98199 zip code and I would like to be able to live without using a car in the city. At present, that isn't possible. I support your vision. I also saw this map on the Internet, and I want you to build all of the "vision" included in it: <<http://www.seattlesubway.org/region.pdf>> <http://www.seattlesubway.org/region.pdf> These Subway people are right: we need rail routes from downtown to Ballard to the U District. Construction should permit expansion up 15th as far as Northgate. We need another route up Aurora to Shoreline and an express rail route through Georgetown to SEATAC. That way, I could leave my car in the garage except for out of town trips.

Less congestion. Livable city. Go for it.

Thank you for listening.

Rebecca Novelli

26-1

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

The Potential Plan Modifications Alternative studied by Sound Transit (see Figure 2-9 in the Final SEIS) includes rail corridors to Shoreline as well as through Georgetown and to SeaTac.

224-1

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 #224 DETAIL
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Submission Date :	7/8/2014
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First Name :	Bill
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Last Name :	Nyland
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Submission Content :	I have been reading the Seattle Transit Blog for many years and have been following the debate about the best ways to get rail to the Eastside. I am convinced that a new rail bridge from Sand Point to Kirkland would be the most efficient and reach the most commuters. I am hoping that Sound Transit can do a study to see if this idea will make sense. It appears that this proposal was put on the back burner years ago and hasn't gotten the attention it deserves. Please put this proposal on the table again for study.
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Bill Nyland

Sound Transit Long-Range Plan Update - RECORD #434 DETAIL
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Submission Date :	7/25/2014
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First Name :	Douglas
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Last Name :	Ollerenshaw
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Submission Content :	<p>I just the Seattle Transit Blog post on long range planning for the city's transit system. I'm new to Seattle, but hope to remain here for many decades to come. I would love to see the transit system outlined here (http://seattletransitblog.com/2014/07/24/summary-post/#more-55644) become reality. The priorities when planning future expansions should be:</p>
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- 1) Connectivity with the existing system
- 2) Maximum coverage of the city. Build Ballard to UW!
- 3) Speed and grade separation
- 4) Driverless technology and low cost
- 5) Rapid construction. Please don't make us wait decades for this vision to become reality

I would love to be able to reach all parts of this city without the need to own a car. Please build the best system possible.

Thank you,
 Doug Ollerenshaw
 8517 16th Ave NW, 98117
 (503)750-6220

434-1

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

434-2

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

434-3

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

434-1 |
 434-2 |
 434-3 |

263-1

Light rail service between downtown Seattle and West Seattle was studied in the Long-Range Plan Update SEIS as part of the Potential Plan Modifications Alternative and could potentially be added to the Long-Range Plan by the Sound Transit Board.

Sound Transit Long-Range Plan Update - RECORD #263 DETAIL

Submission Date : 7/17/2014

First Name : Tricia

Last Name : Olsen-Demarest

Submission Content : I want to add my voice to those who would like to ensure that West Seattle be included in the Long Range Plan.

I live in the southern end of West Seattle, in the Arbor Heights area. There is room for a significant park and ride and it is a good place to consider for light rail into Seattle. We could pick up a significant number of riders and eliminate a number of busses.

Tricia Olsen-Demarest, MBA
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Sound Transit Long-Range Plan Update - RECORD #443 DETAIL**Submission Date :** 7/28/2014**First Name :** Mike**Last Name :** Orr

Submission Content : I submitted comments for ST's long-term plan, and would like to excerpt a few that relate to the ST3 corridor alternatives. But first let me thank the Board and staff for keeping on top of these issues, moving light rail forward, consulting with the cities and public, and maintaining realistic budgets and timelines. Congratulations for accelerating the opening of University Link, and for keeping the cost of the Ballard study low so that Seattle had some money left over to apply toward compensating for Metro's cuts.

- 443-1 | The next Seattle light rail line should be Ballard to UW, fully grade-separated, and extendable at both ends. That would solve Seattle's most critical crosstown transit problem and also be competitive for Ballard-downtown trips, so it's a two-for-one. The line should serve Wallingford and Aurora (stations near Wallingford Ave, RapidRide E). Ideally it would serve Fremont too, but if necessary that can be dropped. Fremont has other options, including a downtown-Fremont-Greenwood streetcar, Fremont-UW buses (on 40th), and Fremont-Ballard buses (on Leary Way).
- ST should study the transfer alternatives at U-District Station "now" to ensure that the station can accommodate a high-quality transfer to a second Link line. This is critical for maximum ridership. It would be easier now in early construction than after the station is finished.
- 443-2 | Separate the cost of a second Downtown Seattle Transit Tunnel from the West Seattle study. The second DSTT will benefit at least three potential lines: Ballard, West Seattle, and Aurora. Lumping it together with West Seattle makes it impossible to calculate how much the West Seattle segment alone costs.
- 443-3 | Think more about West Seattle and Burien-Renton. A short grade-separated line to Delridge and Alaska Junction may be the best benefit/cost option. An example is here:
<http://seattlettransitblog.com/2014/07/22/lets-build-rail-to-west-seattle-option-a6/>
- 443-4 | Another option is several BRT lines from SODO Station, with transit-priority improvements on the West Seattle Bridge and ramps.
- These would fan out to Delridge, California, 35th, 16th, etc. If built right, these could meet West Seattle's and Burien's needs until the next wave of construction.
- 443-5 | Install, or at least study, the Montlake ventilation shaft so that the downtown-UW-Northgate tunnel can be used at its 2-minute physical capacity, and to fix the artificial impairment to a Ballard-UW-downtown line.
- 443-6 | On the Eastside, study an Issaquah-Bellevue-Kirkland Link line that shares East Link's track between South Bellevue and 120th. I always expected that to be the most natural alignment, and was surprised that ST's studies didn't even include it. That would give double-frequency in the highest-ridership segment, leverage the existing East Link investment, and serve Issaquahites going both to Bellevue/Kirkland and Seattle.
- Any Kirkland segment needs to go to "downtown" Kirkland, not bypass it on 405 or the BNSF corridor.
- 443-7 | Review and update the population model that the long-range plan and ST3 studies are based on. Ballard will reach PSRC's 2037 population target in 2017, 18 years early and "three years from now". Capitol Hill, Fremont, West Seattle, and other neighborhoods are also exceeding PSRC's

443-1

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

443-2

The Long-Range Plan Update SEIS does not include any preliminary cost information for the corridors analyzed. Your comment is appreciated and has been forwarded to the team responsible for preparing the South King County High Capacity Transit Corridor Study.

443-3

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>

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

443-4

The Potential Plan Modifications Alternative (see Figure 2-9 in the Final SEIS) includes

projections. That's more people who want to take transit, a more critical need for high-capacity corridors, and more tax dollars available to pay for it, so ST "must" include this market segment in its ridership projections and congestion constraints.

--

Mike Orr <sluggoster@gmail.com<mailto:sluggoster@gmail.com>>

443-4

high-capacity transit (HCT) corridor 23 - Tukwila Sounder station to Sea-Tac Airport to Burien to downtown Seattle via West Seattle. Since the corridor was designated as HCT it was studied as both light rail and bus rapid transit in the Final SEIS. In order to implement either light rail or BRT in this corridor, the Sound Transit Board would first have to modify the current Long-Range Plan. The Long-Range Plan will be updated after issuance of the Final SEIS. In turn, the updated plan will support Sound Transit Board decisions about future high-capacity transit investments.

443-5

This SEIS is a plan-level rather than project-level EIS. Accordingly alternatives are defined and evaluated broadly. More detailed project-specific analysis and review would occur in the future for those projects that are implemented as part of a future system plan. The more detailed project specific analysis could include analysis of issues such as ventilation.

443-6

The Current Plan Alternative (see Figure 2-7 in the Final SEIS) includes potential rail corridors C - Bellevue to Issaquah along I-90 and D - Renton to Lynnwood along I-405. Both corridors could provide a light rail connection between Issaquah, Bellevue, and Kirkland. All of the corridors studied in the Final SEIS are intended to reflect a general area within which high-capacity transit could be implemented. The current Long-Range Plan explicitly states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments."

As described in Section 2.2.3 of the Final SEIS, the ST2 transit package approved by the region's voters in 2008 funded several high capacity transit corridor studies that were completed in summer 2014. These studies included the Kirkland to Bellevue to Issaquah corridor. As stated in the ST2 plan, "These studies will inform the Sound Transit Board's consideration of potential updates to Sound Transit's Long-Range Plan." While the HCT studies provide information on travel markets, mode and route options, potential ridership, and conceptual costs estimates, they do not recommend particular modes or alignments. Furthermore, specific alignments will not be identified in the updated Long-Range Plan. For those corridors that are ultimately funded and implemented, more detailed project-level reviews will occur in the future including a more in-depth alternatives analysis that evaluates various alignment options. At that time, the public will have additional opportunities to review and comment on those alignment options.

443-7

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.

Comments on Sound Transit's Long Range Plan and ST3 studies.

- 499-1 The next Seattle light rail line should be Ballard to UW, fully grade-separated, and extendable at both ends. That would solve Seattle's most critical crosstown transit problem and also be competitive for Ballard-downtown trips.
- 499-2 ST should study the transfer alternatives at U-District Station *now* to ensure that the station can accommodate a high-quality transfer to a second Link line. This is critical for maximum ridership.
- 499-3 Review and update the population model that the long-range plan and ST3 studies are based on. Ballard will reach PSRC's 2037 population target in 2017, 18 years early and *three years from now*. Capitol Hill, Fremont, West Seattle, and other neighborhoods are also exceeding PSRC's projections. That's more people who want to take transit, a more critical need for high-capacity corridors, and more tax dollars available to pay for it, so ST *must* include this market segment in its ridership projections and congestion constraints.
- 499-4 Separate the cost of a second Downtown Seattle Transit Tunnel from the West Seattle study. The second DSTT will benefit at least three potential lines: Ballard, West Seattle, and Aurora. Lumping it together with West Seattle makes it impossible to calculate how much the West Seattle segment alone costs.
- 499-5 Install the Montlake ventilation shaft so that the downtown-UW-Northgate tunnel can be used at its 2-minute physical capacity, and to fix the artificial impairment to a Ballard-UW-downtown line.
- 499-6 Think more about West Seattle and Burien-Renton. A short grade-separated line to Delridge and Alaska Junction may be the best benefit/cost option. An example is here: <http://seattletransitblog.com/2014/07/22/lets-build-rail-to-west-seattle-option-a6/>. Another option is several BRT lines from SODO Station, with transit-priority improvements on the West Seattle Bridge and ramps. These would fan out to Delridge, California, 35th, 16th, etc.
- 499-7 On the Eastside, study an Issaquah-Bellevue-Kirkland Link line that shares East Link's track between South Bellevue and 120th. I always expected that to be the most natural alignment, and was surprised that ST's studies didn't even include it. That would give double-frequency in the highest-ridership segment, leverage the existing investment, and serve Issaquahites going both to Bellevue/Kirkland and Seattle.
- Any Kirkland segment needs to go to *downtown* Kirkland, not bypass it on 405 or the BNSF corridor.
- 499-8 Reexamine a Sand Point - Kirkland tunnel or bridge. The Draft LRP rejects it saying it has already been studied in WSDOT's Trans-Lake Study, but that was an automobile bridge and sixteen years ago. Furthermore, the study said a transit bridge was worth further evaluation and "would clearly have good ridership potential". This would be a game-changer in improving connections between north Seattle and the northeast Eastside. It would make transit faster than driving! (Drivers have to contend with 520 traffic, I-5 traffic, Montlake traffic, and going south to go north.)

499-1

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

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

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.

499-2

The study of transfer alternatives at specific stations is beyond the scope of the plan-level Long-Range Plan SEIS. The Long-Range Plan focuses on broad high capacity transit corridors, programs and policies. More detailed project-level studies related to station locations and transfers would occur in the future for those projects that are ultimately funded and implemented.

499-3

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.

499-4

The Long-Range Plan Update SEIS does not include any preliminary cost information for the corridors analyzed. Your comment is appreciated and has been forwarded to the team responsible for preparing the South King County High Capacity Transit Corridor Study.

499-5

This SEIS is a plan-level rather than project-level EIS. Accordingly alternatives are defined and evaluated broadly. More detailed project-specific analysis and review would occur in the future for those projects that are implemented as part of a future system plan. The more detailed project specific analysis could include analysis of issues such as ventilation.

499-6

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.

499-7

The Current Plan Alternative studied in the SEIS (see Figure 2-7 in the Final SEIS) includes potential rail corridors C - Bellevue to Issaquah along I-90 and D - Renton to Lynnwood along I-405. Traveling on both corridors could provide a light rail connection between Issaquah, Bellevue, and Kirkland. All of the corridors studied in the Final SEIS are intended

499-9 | Study driverless technologies including Skytrain. This allows 5-minute frequency without increasing costs, and leads to maximum ridership and people's mobility. This would especially benefit the Ballard line(s).

499-7

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.

499-8

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

499-9

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 #507 DETAIL**Submission Date :** 7/25/2014**First Name :** Donald F**Last Name :** Padelford

Submission Content : I will confine my remarks to Sound Transit's "Freeway Bus Rapid Transit" (FBRT). For example the ST545 "Microsoft Express" line. I counterpose FBRT to arterial BRT such as Metro has implemented (Lines A through F), and to "South-American-style" BRT, (with their fully dedicated lanes, etc). Stated briefly, I am a "fan" of FBRT and want to see it implemented as well as possible. In my opinion ST545 is a very good implementation. What would make it, and similar lines, better?

One thing is that the HOV lane system of this region needs to be completed, eg on SR520 between Montlake and I-5. Another is that, even where completed, HOV lanes frequently bog down in heavy congestion. So they need to be transformed, either by "raising the bar" higher than HOV2 (lanes are open to 2-person carpools) or HOV3, to (optimally) full "Transit-Expre\$\$" lanes (ie HOT lanes with the bar for non-tolled travel raised to "vanpools or better", and with non-qualifying traffic paying a "market clearing" price, dynamically managed in real time; ie the prices go up or down every few minutes depending on demand, with the twin objectives of keeping these lanes in free-flow at all times, as well as reasonably fully occupied).

Obviously the transformation of the HOV lanes in the above manner is primarily the responsibility of WSDOT and the legislature, but Sound Transit can work with those institutions to help implement the travel-time equivalent of dedicated transit lanes.

My second remark concerns the continued existence of FBRT lines once somewhat-competing light rail (LRT) lines are put in place. In the case of ST545, for instance, this route serves areas that will not be fully duplicated even once LRT is put in place from downtown Seattle to downtown Redmond, for instance Capitol Hill and the University of Washington to the Microsoft campus. Therefore I urge that such routes be not decommissioned upon implementation of somewhat, but not fully, competing LRT lines.

My only other remark relative to FBRT concerns the type of vehicle. While articulated buses, such as ST uses on these routes (along with some "Greyhound-type" coaches), are perfectly adequate, I note the popularity of Community Transit's double-decker (so called "double tall") buses. I commend these to your consideration.

Together these actions (especially the first and second) can make FBRT a superior form of high-capacity transit on routes where rail is not implemented.

Donald F Padelford
Seattle

<http://www.soundtransit.org/Projects-and-Plans/Long-range-Plan-update/Long-Range-Plan-document-archive/Long-Range-Plan-Draft-Supplemental-Environmental-Impact-Statement>

507-1

The Current Plan Alternative list of representative projects in Appendix A of the Final SEIS includes several HOV direct access ramps and other transit-related infrastructure improvements along the region's roadway system. Sound Transit will continue to work closely with WSDOT and FHWA as appropriate when implementing these types of improvements.

507-2

Although an evaluation of fleet vehicle types is beyond the scope of the Long-Range Plan, Sound Transit appreciates your input on this topic.

Sound Transit Long-Range Plan Update - RECORD #544 DETAIL**Submission Date :** 7/24/2014**First Name :** Martin**Last Name :** Pagel

Submission Content : You guys are doing great work! I wish Seattle would have started earlier to invest in rail... I grew up in Hannover, Germany, where a similar system (subway downtown, separate track otherwise) has been operating with great success and great integration/synergies with bus network.

I follow SeattleSubway and I have to agree with most of their conclusions:

- | | |
|-------|---|
| 544-1 | 2. Study driverless technology for new rail routes as part of Sound Transit's efforts to improve their financial sustainability in operations. a lot of European cities are moving in this direction! |
| 544-2 | 3. Review and update the population models being used to study ridership. The PSRC numbers for Seattle are clearly off. |
| 544-3 | 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. |
| 544-4 | 5. Study a better option for Ballard to UW. |
| 544-5 | 6. Study a better Eastside Corridor. |
| 544-6 | 7. Present a better option to the board for rail to West Seattle. |

Martin Pagel

98105

544-1

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

544-2

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.

544-3

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

544-4

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

544-5

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.

544-6

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.

Sound Transit Long-Range Plan Update - RECORD #243 DETAIL
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Submission Date :	7/15/2014
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First Name :	Karen
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Last Name :	Parsons
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Submission Content :	I have been advised that Sound Transit does not plan on bringing light rail in to Tacoma. I think this is a good idea. The extravagant cost of land purchase and construction makes this really unrealistic.
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If no light rail is coming to Tacoma and the Pierce County area, Sound Transit MUST NOT forget about maintaining sufficient bus and rail service to the South end. The Tacoma Dome Station, where I commute from, parking lots are both normally full year round. When University of Washington is in session, if you arrive after 8am you are lucky if you can even find a parking spot. Who knows what will happen once Amtrak moves it's station operations to Freighthouse Square. These parking spots are essential to people from around Pierce County and the city of Tacoma to meet up with and use the Sounder and Express Buses to Seattle and other areas.

Karen Parsons
Tacoma Resident
574 rider

243-1

Light rail to Tacoma is evaluated in the Long-Range Plan Update SEIS as Corridor A in the Current Plan Alternative, and bus rapid transit to Tacoma is included as Corridor M. The Potential Plan Modifications Alternative also includes several new bus corridors serving Pierce County. Please see Chapter 2 of the Final SEIS for a description and location of corridors studies as part of the SEIS. In addition, a number of representative projects (listed in Appendix A, Tables A-6 and A-11) include increasing parking capacity at existing stations. Sound Transit may also consider other improvements to system access that could reduce the need for parking.

Sound Transit Long-Range Plan Update - RECORD #489 DETAIL**Submission Date :** 7/28/2014**First Name :** Grant**Last Name :** Peel

Submission Content : As a life long resident of Seattle, I apologize if my commentary for the long range plan is a bit Seattle-centric. ST has done some great work and I think that regionalism is important. That said, I believe that an important overarching theme for updating the long-range plan should be to optimize ST to best serve both the needs of the center city (Seattle) and the of wider region and to acknowledge that the city and the suburbs are different markets calling for different solutions. I believe that ST is capable of being an agency that can build lots of rail at an urban scale in the city, and lots of regionally-oriented light rail, bus, and commuter rail throughout the rest of the region. Allowing Seattle to perhaps spend more, and spend on a more city-appropriate version of light rail does NOT take away from the rest of the region nor does it refute the concept of regionalism.

We have a rare opportunity from this point forward. Because ST has been quite clear that future lines will not share track with the existing Link lines nor will they share the maintenance base, we don't have to be tied to the exact same technology currently used on LINK. Furthermore, because Seattle's next-generation rail lines will not be called on to travel enormous distances, we again have the opportunity to break with our past design assumptions.

There are three specific things I would like to see in the updated long range vision that serve the goals mentioned above:

1) I would like ST to discuss and plan for a major legislative push at some point to allow the agency to pursue different tax rates in different areas. ST's member counties have such wildly different needs and appetites, that it is becoming increasingly difficult to put together coherent packages for voters. Quite simply, Seattle's huge appetite and willingness to pay more is a big mismatch with suburban constituencies that clearly want smaller packages. Frankly, both ST1 and ST2 were much less ambitious in scope than what we could have seen with Seattle-only initiatives. Moreover, both of ST's failed ballot measures in 1995 and 2007 would have passed in a Seattle only situation. If Seattle residents are willing to pay more to build more rail faster, it is entirely unfair that Seattle be hobbled by voter sensibilities in Lakewood or Mukilteo. I think that it is time to allow ST to "right-size" transit investment packages in each area. It is only common sense to NOT tie together a big city with a \$10 billion backlog of transit projects to a suburban county that can really only support a modest investment. It is high time to stop hindering our planning and funding of transit with such nonsensical rules.

2) I also like to see ST push for the ability to be able to return to voters on it's own volition. The current structure in which ST has to go through a huge process and get permission from Olympia to go to the ballot once every 10 years is silly at best, incredible wasteful and time consuming at worst.

3) I would like ST to actively consider the next generation of rail lines in the City of Seattle to be considered a "second system" with different parameters that make more sense for a city-core oriented system. This should include a) very high frequency service, likely enabled by automation, b) closer spaced stations that currently seen on LINK, and c) great emphasis given to well-sited, easy-to-access station locations. Like many great cities around the world, the Puget Sound Region should and could host two distinct rail systems: a faster suburb-to-city oriented network (LINK under construction) and a more urban scaled system (the second system). For example San Francisco uses BART on its long distance regional lines, the MUNI light rail on it's urban lines entirely within San Francisco. This division of labor is the type of thing that ST ought to be contemplating for ST3 and beyond.

The end goal of enacting the three items above is that in ST3 and beyond, ST can continue to ask suburban voters to vote on smaller, "right-sized" packages while also proposing a much larger package for approval within

489-1

State law at RCW 81.112.030 currently requires that each subarea of Sound Transit's service region receives benefits proportional to the financing generated in the subarea. Changes to the funding structure would be possible with a change in state law; however, they are outside of the scope of the program considered in the Long-Range Plan Update SEIS.

489-2

As discussed in Section 1.1. of the Final SEIS, Sound Transit is charged with planning, building, and operating a high-capacity transit (HCT) system serving the urban areas of Snohomish, King, and Pierce Counties, particularly regional growth centers and manufacturing/industrial centers as designated by the Puget Sound Regional Council (PSRC). While it is true to that Link light rail often includes more closely-spaced stations within urban areas (such as downtown Seattle, Rainier Valley, and Tacoma), local transit service is provided by King County Metro bus routes and the Seattle Streetcar.

Seattle. This larger investment in Seattle would be spent on several rail lines, potentially incorporating characteristics seen in much more urban systems, such as automation and tighter station spacing.

Thank you,
Grant Peel

Submission # 433

Sound Transit Long-Range Plan Update - RECORD #433 DETAIL
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Submission Date : 7/25/2014

First Name : Tom

Last Name : Perry

Submission Content : Any light rail should go through Federal Way, please . Along I5 corridor.

Thomas Perry
4123 South 332nd Place
Federal Way 98001

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: David Peters
 Address: 6706 40th Ave SW
 City: Seattle State: WA Zip Code: _____
 Email address: dpeters@hdrinc.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):

Having only one very congested connection
to Downtown, West Seattle badly needs an
alternative, reliable connection: Light Rail!

330-1

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

330-1

Submission # 370

Long-Range Plan Draft Supplemental Environmental Impact Statement



Comment Form

Name: Rock Peterson, Brien Ford
 Address: (bus) 5200 Evergreen Way
 City: Everett State: WA Zip Code: 98203
 Email address: oneprice99@aol.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):

If light rail is built on Evergreen Way, it will be devastating to our business.

It will likely cause bankruptcies for many of us.

*R.P.F., Pres.
Brien Ford
Everett*

Submission # 371

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form

Name: Maggie PetersonAddress: 1503 9th Ave. No.City: Edmonds State: WA Zip Code: 98020

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):

*It will kill most of the businesses
on Evergreen way it built there.*

*We don't need more layoffs and
failed businesses.*

Sound Transit Long-Range Plan Update - RECORD #176 DETAIL
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Submission Date :	7/3/2014
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First Name :	Jeff
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Last Name :	Petrovic
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Submission Content :	Please add a Graham & MLK light rail station to the plan.
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Sent from my iPhone

176-1

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, and when, any of the HCT corridors (as shown on the Current Plan Alternative map) are implemented.

Sound Transit Long-Range Plan Update - RECORD #287 DETAIL
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Submission Date :	7/8/2014
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First Name :	Mark
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Last Name :	Peyser
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Submission Content :	Dear Sound Transit,
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287-1 |

I strongly support the 'A4' option, Ballard Spur with the Sand Point Crossing plan to Kirkland.

Seattle Subway is the best - you should pay attention to their plans. Please!

Thanks,
Mark P.

287-1

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

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

Sound Transit Long-Range Plan Update - RECORD #478 DETAIL**Submission Date :** 7/28/2014**First Name :** Greg**Last Name :** Planchich**Submission Content :** Hello,

478-1 | I'll keep this short and to the point. I am a supporter of the strategy advocated by Seattle Subway and think that they have some of the best ideas for preparing the region for the future. With that said, Sound Transit must update its population predictions so that it is able to best plan for areas of growth.

478-2 | Along with that, we must look not to 520, but to a Sand Point Crossing that includes Seattle Children's and Magnuson Park before going on to the Eastside. Speaking of which, Sound Transit should look into the Ballard Spur option presented by Seattle Subway and a better option for Eastside rail.

478-3 | We should also be investigating grade-separated, driverless, sky train and heavy rail capabilities.

478-4 | We must also find an option for our brethren in West Seattle.

I could go on but, really, Seattle Subway is on the right path. I am deeply concerned about mobility in the region and I am an active voter.

Thank you for your time.

--
Greg

478-1

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.

478-2

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

478-3

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

478-4

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.

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

478-5

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>

Sound Transit Long-Range Plan Update - RECORD #256 DETAIL

Submission Date : 7/11/2014
First Name : Izaac
Last Name : Post
Submission Content : Hello,

256-1 |

I am emailing to show my support for a Sand Point Crossing and a Ballard Spur. I have grown up on the corner of 4th ave NW and 65th Street in Seattle. I believe this alignment provides the best option for connecting the U-district, Fremont, and Ballard by providing a much needed high-speed E-W network to replace the slow and unreliable Metro route 44. Crossing at Sand Point would give direct access to Kirkland and Redmond, major urban centers, without the suburban detour of the highway 520 corridor. Thanks!

Izaac Post

256-1

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.

Sound Transit Long-Range Plan Update - RECORD #427 DETAIL

Submission Date : 7/28/2014
First Name : Izaac
Last Name : Post
Submission Content : Hello Sound Transit,

As a young adult born and raised in Ballard, Seattle, I would urge you to consider the following as mentioned by Seattle Subway:

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/7818061001051340800/7957311885261406208>>.

3. Study the highest quality option for Ballard to UW: The Ballard Spur. We discuss this in detail here<<https://act.myngp.com/el/7818061001051340800/8029369479299334144>>.

4. Study a better Eastside corridor. We discuss this in detail here<<https://act.myngp.com/el/7818061001051340800/8101427073337262080>>.

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/7818061001051340800/8173484667375190016>>.

I especially urge you to build the Ballard Spur, as it would add a much needed East-West connection that our city lacks. I took a summer class at UW and it was painfully slow to use route 44 as it could take over an hour to connect UW to Lower Phinney Ridge due to traffic. Biking is very scary in this corridor as the only streets that cross I-5 are incredibly congested auto-centric motorways (50th and 45th streets) until you get to the Burke Gilman Trail which is very far south if you are biking from anywhere near Greenlake. If we want to get people out of their cars and reduce congestion, building a new East-West corridor is essential.

Thank you!
 --
 Izaac Post

427-1

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

427-2

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

427-3

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

427-4

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.

427-5

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.

Sound Transit Long-Range Plan Update - RECORD #51 DETAIL

Submission Date :	6/26/2014
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First Name :	Taryn
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Last Name :	Prevette
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Submission Content :	Love the light rail! Please bring it to renton!
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Taryn

"Peace. It does not mean to be in a place where there is no noise, trouble or hard work. It means to be in the midst of those things and still be calm in your heart." Anonymous

51-1

Corridors that would extend light rail to Renton are evaluated in the Final SEIS as part of both the Current Plan Alternative as well as the Potential Plan Modifications Alternative.

Sound Transit Long-Range Plan Update - RECORD #271 DETAIL**Submission Date :** 7/18/2014**First Name :** Jim and Sharon**Last Name :** Price**Submission Content :** 1. I am totally opposed to any mass transit system that needs a fixed system/rail. This is not flexible, impedes other traffic, and more expensive. I really want more bus service.

271-1 | 2. Rapid Ride took out a number of routes leaving seniors with too far to walk, and others who won't walk the extra but jump into their cars instead. It also messes up traffic where there is only 1 lane in each direction or close to an intersection. Before Rapid Ride I could visit my grandchildren in Ballard with 1 bus from West Seattle, but now it takes 3 buses and horrible transfer at the Ballard Bridge. Rapid Ride also disregarded the only Park and Ride we have in West Seattle, under the bridge!

271-2 | 3. The little slow rail in South Lake Union is the pits! We have used it and notice that people are not paying for their fare. In West Seattle we often see the Metro police checking people's bus passes, but never in S. Lake Union! Bias?????

271-1

RapidRide service is provided by King County Metro Transit, not by Sound Transit, and is not the subject of this SEIS. Please refer to the King County Metro website for further information on RapidRide service and Metro contact details.

271-2

Sound Transit does not own or operate the South Lake Union streetcar. King County Metro operates the Seattle Streetcar through an agreement with the City of Seattle. Please visit the Seattle Streetcar website for information on streetcar service and contact details.

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: JAMES PRICE
 Address: 3624 - 22ND AVE SW
 City: SEATTLE State: WA Zip Code: 98106
 Email address: jprice @ isomedia . 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 MORE FIXED RAIL PROJECTS

DELRIDGE WOULD MAKE A GOOD RAPID RIDE ROUTE

C LINE IS MISSING A BEAT BY NOT USING THE PARK
& RIDE UNDER THE W. SEATTLE BRIDGE

— IT PASSES ON THE LOWER STREET LEVEL
BUT DOESN'T PICK UP ANY PASSENGERS
THERE

— CARS PARK ON YANCY ST S. OF THE
STEEL MILL BUT PARKING IS LIMITED
AND ON A HILL

335-1

King County Metro, not Sound Transit, provides RapidRide service. However, the Potential Plan Modifications Alternative for Sound Transit's Long-Range Plan Update (see Figure 2-9 in the Final SEIS) includes a high-capacity transit corridor between downtown Seattle and West Seattle (corridor 23). While specific alignments will not be identified in the updated Long-Range Plan, this corridor could potentially serve Delridge. 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 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.

335-2

King County Metro, not Sound Transit, operates the RapidRide C line. Comments on Metro's operations may be directed to them.

Sound Transit Long-Range Plan Update - RECORD #48 DETAIL

Submission Date : 6/25/2014
First Name : A. Stevens
Last Name : Quigley
Submission Content : Dear Sir or Madam:

- 48-1 | I think extending the light rail to Everett and Tacoma are the obvious next steps.
- 48-2 | I strongly oppose any light rail crossing from Ballard southward (across the ship canal). A tunnel or bridge would be extremely expensive, and that money can be much better used to pay for other transit needs. It makes much more sense for Ballard to connect to the light rail cross town at Brooklyn in the U District or at Northgate (via Holman Road), which would expose much of northwest Seattle to light rail access).
- 48-3 | Efforts should be made to get buses out of the downtown bus tunnel. Buses cause a bottleneck in the downtown tunnel. Rather, connector buses should go east/west and connect with light rail stations. With the downtown bus tunnel freed up, light rail can move much more speedily, with more trains. Light rail should be the back bone of Seattle transit, with neighborhoods feeding into it. This will allow riders to be whisked in and out of downtown.
- A. Stevens Quigley, Esq.
 1200 5th Ave, Ste 1550
 Seattle, WA 98101
 (206) 728-0220

48-1

Extensions of the light rail system to Everett and Tacoma are included in the Current Plan Alternative as potential rail extension corridors H and A, respectively.

48-2

Please see the response to common comment 1 - General Ballard in Section 5.3.1 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.

48-3

The Downtown Seattle Transit Tunnel is one of many areas where Sound Transit and King County Metro Transit are currently working together on to integrate bus and rail service. It is Sound Transit's current planning assumption that by 2021, with the opening of the Northgate Link Extension project, only rail service would operate within the tunnel.

Sound Transit Long-Range Plan Update - RECORD #72 DETAIL

Submission Date :	6/20/2014
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First Name :	Robert
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Last Name :	Ragsdale
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Submission Content :	<p>To whom it may concern, I live in North Seattle near Ingraham High School (zip code 98133). I respectfully request that a light rail station be built where Interstate 5 intersects North 130th street. This intersection already is a nexus of activity and has better opportunities for connecting with existing transportation networks (including the very busy Metro bus # 41 route). This location is also conveniently located between the busy, and rapidly growing, Northgate and Bitter Lake urban hubs. Thank you, Robert Ragsdale</p>
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72-1

72-1

Sound Transit is in the process of completing project-level reviews for the Lynnwood Link Extension project. As part of that process, the Sound Transit Board identified a preferred light rail route and station alternatives in November 2013. The NE 130th Street station was identified as a potential station location as part of the preferred alternative. The preferred alternative, including the NE 130th station, is currently being evaluated in greater detail. The result of this analysis will be published in a Final EIS that is scheduled for completion in 2015. The Board will then select a final alignment and station locations.

Submission # 5

Sound Transit Long-Range Plan Update - RECORD #5 DETAIL**Submission Date :** 6/18/2014**First Name :** Don**Last Name :** Ramage**Submission Content :** I just completed the survey on long-range transit plans for the Puget Sound area.

Many thanks for including Tacoma and Pierce county as part and parcel of this discussion.

Too often, the area north of Seattle--such as Mukilteo and Everett--are considered Seattle exurbs and considered in discussions of Seattle's growth and future, while Tacoma is considered as a separate entity or even a rival. This view is not helpful for either party. As Seattle grows, it can benefit from the existing institutions and structures already in Tacoma vs. areas to the north. Also, with a large portion of Tacoma workers commuting to Seattle, and growth in Tacoma expected to exceed growth of Seattle (as per the SoundTransit flyer), viewing Tacoma as a partner would be mutually beneficial.

I work with international college students and mass transit is the only way for these students to commute or get around. Easy access between Tacoma and Seattle via mass transit is much appreciated and used by these students.

Many thanks,
Don Ramage
University Place (Tacoma)

34-1

The Operations & Maintenance Satellite Facility for East Link is not the subject of this SEIS.

34-1

Sound Transit Long-Range Plan Update - RECORD #34 DETAIL**Submission Date :** 6/20/2014**First Name :** Richard**Last Name :** Rand**Submission Content :** There are three sites in Bellevue and one in Lynwood for a rail yard. Big business interests want to put it in Lynwood or along 520. The 520 option is entirely unacceptable as it ruins the nature of the area, displaces or even closes over 100 businesses and could seriously impact property values.

Please eliminate the 520 option from consideration!

Dr Richard Rand

Sound Transit Long-Range Plan Update - RECORD #228 DETAIL
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Submission Date :	7/7/2014
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First Name :	Kelly
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Last Name :	Reaburn
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Submission Content :	Hi there.
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228-1

Sound transit needs to extend transit service throughout puget sound. It only ends at Everett. It should go further to the north like Bellingham or Blaine near the Canadian boarder. To connect with Metro Vancouver area (Translink) and WSF in Anacortes with connection with Sydney in the Greater Victoria area (BC Transit).

Tx.

Sent from my iPhone. Please reply at: kreaburn@shaw.ca. I don't respond to this email.

228-1

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. Bellingham, Anacortes, and point north are all 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.

Submission # 307

June 14, 2014

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

Dear Ms. Ertl,

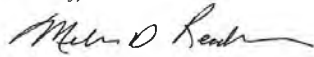
I received your mail out in the mail entitled "How will a million new neighbors change our region?".

Everytime I receive letters from the county in regards to regional light rail the City of Renton is always left out. We have the Boeing Airplane Company, Kenworth Truck Plant and the Landing in Renton so we have plenty of people who would ride light rail to work and leave their cars at home.

I am voting "NO" to light rail expansion until the City of Renton is included in the loop.

Please consider the City of Renton.

Sincerely,



Melvin D. Readnour
1701 Aberdeen Avenue NE
Renton, WA 98056

Sound Transit Long-Range Plan Update - RECORD #3 DETAIL**Submission Date :** 6/17/2014**First Name :** Brendan**Last Name :** Reville**Submission Content :** just a quick comment that some of your survey was confusing.

in particular, the possible light rail extensions had this:

"8 - Downtown Seattle along Madison Street or to Madrona"

i have no idea from either the image or this description what it means.

3-1

The maps for the Long-Range Plan Update Final SEIS have been revised to more clearly show the individual corridors. Corridor 8 has also been renamed to "Downtown Seattle along Madison Street". The alignment would be studied in greater detail during future project-level reviews as appropriate, but could, for example, run from 2nd Avenue & Madison Street along Madison Street towards Madison Park.

Sound Transit Long-Range Plan Update - RECORD #194 DETAIL
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Submission Date :	7/9/2014
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First Name :	Colleen
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Last Name :	Rice-Lozensky
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Submission Content :	You need a fast bullit train that connetsw to the park and rides and goes from Olympia to Everett during communing hours
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194-1

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 #85 DETAIL

Submission Date : 6/17/2014
First Name : Hillary
Last Name : Rielly
Submission Content : To Whom It May Concern,

85-1

I live in a delightful pocket of Tukwila called Allen Town, just South of Boeing Field. I watch the light rail travel overhead and think how nice it would be to hop on that and take it into the city. I'd even be able to ride with my son and drop him off at day care which is just a few blocks from the Othello station stop. Or when I'm flying out of town, walk to the stop and get on. However, that is not possible as the only stop in Tukwila is the park & ride. That adds to my commute and does not eliminate driving. I would love to eliminate that - being one more car on the road and doing more of my part for the environment. Boeing Access seems like a perfect stop to connect North Tukwila, South Seattle and the workers at Boeing to other parts of the city and to the airport. It just makes sense. Not to mention, increases property values in my neighborhood and the neighborhoods around the stop.

All very good things for our community, economy and environment.

Please consider this in your long term planning of the Light Rail. A great tool but one that I can't use, sadly.

Thank you for your time and sincerely,

Hillary Rielly
 206-948-9562

85-1

The Boeing Access Road 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.

192-1

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 #192 DETAIL
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Submission Date : 7/9/2014

First Name : Stacey

Last Name : Riley

192-1 | **Submission Content :** Please send light rail to West Seattle!!!!!!!!!!
Stacey Riley

Sound Transit Long-Range Plan Update - RECORD #113 DETAIL
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Submission Date :	6/15/2014
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First Name :	John
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Last Name :	Robberstad
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Submission Content :	Is there any chance of extending lightrail service to the City of Renton?
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113-1

The Final SEIS evaluates several potential light rail corridors serving Renton. This includes potential service from Burien to Renton (Corridor B), Renton to Lynnwood along I-405 (Corridor D) and Renton to Lynnwood along Eastside Rail Corridor (Corridor E). 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.

Sound Transit Long-Range Plan Update - RECORD #241 DETAIL
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Submission Date :	7/15/2014
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First Name :	Jared
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Last Name :	Roberts
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241-1	Submission Content :	East-West transportation in Seattle is painfully slow. Fortunately, this also presents an opportunity, as this means that it is one place where grade-separated rapid transit could compete with driving for choice riders. Sound Transit's A3 option is an excellent start for serving this need, however, more stations are needed to adequately cover the route it serves. Please consider the Seattle Subway group's proposed "A4" option, which you can read more about at: http://seattletransitblog.com/2014/06/23/lets-build-the-ballard-spur/ . Bad infrastructure can be worse than no infrastructure in some cases, because it can prevent good infrastructure from ever getting built. So please spend the necessary time and money to get this right even if that means some delay. "Right" in this case means: adequate station coverage, proper siting of stations in the center of walkable areas, full grade-separation, and no barriers to implementation of operations-cost lowering driverless technologies.
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241-2		On the topic of East-West movement, I was saddened to see that all of Sound Transit's options for a Seattle to Kirkland route assume a crossing along SR520. In light of East Link's routing up to Bellevue, this seems somewhat redundant, and certainly not worth the logistical nightmare that a Montlake/Husky Stadium junction is sure to cause. Please study a Sand Point to Downtown Kirkland option, as suggested here: http://seattletransitblog.com/2014/07/08/uw-to-redmond-via-kirkland-options-lets-build-a-sand-point-crossing-option-sp1/ . I believe this is a lower priority than the Ballard Spur, and in particular I'm not convinced that continuing to Redmond through Rose Hill as suggested in that post is more important than an Eastside Bothell to Renton line, but further study should shed some light on that, and certainly the crossing itself seems like a good idea.
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Thanks for your consideration,
Jared Roberts

241-1

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

241-2

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 #426 DETAIL**Submission Date :** 7/28/2014**First Name :** Douglas**Last Name :** Robertson**Submission Content :** The Seattle Subway folks know what they are taking about:

- 426-1 | 1. Review and update the population model being used in the studies. The PSRC numbers are clearly inaccurate in their 2035 projections.
- 426-2 | 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.
- 426-3 | 3. Study the highest quality option for Ballard to UW: The Ballard Spur.
- 426-4 | 4. Study a better Eastside corridor.
- 426-5 | 5. Present an option to the board for West Seattle that is easier to include in ST3.
- 426-6 | 6. Study alternative rail options such as sky train and heavy rail and study driverless rail technology.
- 426-7 | Finally, West Seattle desperately needs grade separated light rail. Anything you can do to relieve that bridge crossing where even buses sit in traffic!
- Thank you,
Douglas Robertson

426-1

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.

426-2

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

426-3

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

426-4

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.

426-5

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.

426-6

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.

426-7

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>

129-1

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 #129 DETAIL
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Submission Date : 6/13/2014

First Name : James

Last Name : Roche

Submission Content : Why starve West Seattle in your long term plan? Yes, there are some people who live in Tacoma and work in Seattle. Yes, there are some people who live in Everett and work in Seattle. Of course there are some people from Bellevue and Renton and work in Seattle. You know what, though? EVERYONE IN WEST SEATTLE NEEDS TO GO TO SEATTLE AND THERE'S NO GOOD WAY TO GET THERE.

Metro fumbled the solution they thought they were meeting. Rapid Ride buses have less seating capacity than we need. Any commute in or out of West Seattle mandates a 3+ mile stretch where no one is getting on or off the bus. That means that people have to stand on a bus for 10-40 minutes, depending on traffic. Also depending on traffic, the 'every 10 minutes' schedule often finds buses stacked 2 or 3 in a row by the time they get to the end of the downtown corridor. Who does that help?

We need light rail through West Seattle. From the Fauntleroy Ferry Stop, through the Junction, and across the bridge to downtown. It's embarrassing that your organization's myopic view of traffic patterns don't fit this into the scope for a 20-year plan.

--

// James Roche
// <mailto:roche@bornlucky.net> roche@bornlucky.net
// I was born lucky

10-1

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

Sound Transit Long-Range Plan Update - RECORD #10 DETAIL

Submission Date : 6/22/2014

First Name : Marcia

Last Name : Roderick

Submission Content : I live in the Central District and walk almost every place I go so I have a dispassionate view of the regional transit system. But it seems clear to me that our worse and constant traffic bottlenecks involve crossing the ship canal. There are few road options to the north. Extending the light rail to Everett where the largest percentage of population growth is expect would help relieve the I-5 traffic congestion over the ship canal. Plus the distance between Lynnwood is 14 miles vs. 19 miles from Kent to Tacoma.

Although extending light rail to Tacoma is an attractive idea, there are many more options available to an auto driver coming to Seattle from the south, i.e., Hwy 509, Hwy 167, Airport Way, 15th South, Rainier Avenue, Marginal Way, etc.

I vote for extending the rail to Everett.

10-1

Submission # 290

Sound Transit Long-Range Plan Update - RECORD #290 DETAIL**Submission Date :** 7/8/2014**First Name :** Anne**Last Name :** Rosenfeld**Submission Content :** I live in the area and think it completely unfair to think of building another east-west corridor here. Don't we have enough traffic- and current and future headaches- with new and existing 520, the UW, the Montlake station for light rail, all the new civic and business enterprises going into Magnuson and the U Village?

Anne

Sound Transit Long-Range Plan Update - RECORD #87 DETAIL**Submission Date :** 6/16/2014**First Name :** Anita**Last Name :** Ross

Submission Content : Why is there still a transit desert west of I-5, with no light rail while the Ballard and Phinney Ridge population has exploded, Sound Transit continues to restrict light rail planning to the I-5 corridor. We who live west of I-5 would like to be able to take transit somewhere besides downtown and Shoreline.

I live on N 63rd in Phinney Ridge, and have no bus service to Northgate, the U District, nor even to Ballard. It takes a minimum of 1 1/2 hours to get to Bellevue (drive to NE 65th & Roosevelt and park, and then take 2 busses --- or bus downtown, then bus further south, over I-90 and back north to Bellevue: 2 hours and ridiculously inefficient).

I'd like to be able to take light rail to the airport and Northgate, but if I'm going to pay premium rates to park in the U District in order to do that, I might as well continue driving the whole way. As it is, I drag my luggage 8 blocks to the E line, so I can bus downtown for the light rail to the airport (minimum of 1 1/2 hours).

Why not have a westbound light rail line that connects to the main north/south line as part of the basic plan? Why is the current plan based on a population analysis from 2005, with no update?

Transit on city streets simply blocks the roadway for cars and bikes and is unbelievably slow. I just returned from Vancouver, where the Skytrain speeds directly from downtown and the Waterfront (with ferry to North Van) to the airport and Richmond, and far into the eastern suburbs. It was fast, efficient, reliable, and clean (none of which I can say about our local busses). Unfortunately, they also have ignored the dense population in the western part of the city, which is stuck with busses only.

Anita Ross

87-1

The Long-Range Plan Update SEIS evaluates several light rail/high-capacity transit corridors west of I-5. For example, the Current Plan Alternative includes a potential rail extension corridor between Ballard and UW (corridor G), a potential rail extension corridor between Ballard and downtown Seattle (corridor F), and a bus rapid transit corridor along SR 99 from Seattle to Everett (see Figure 2.7 in the Final SEIS). The Potential Plan Modifications Alternative (see Figure 2-9 in the Final SEIS) includes several light rail and high-capacity transit corridors that could serve the Ballard area, including corridors 1, 3, 11, 24 and 25 (see Figure 2-9 in the Final SEIS). The Sound Transit Board could potentially add any of the potential plan modification 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 the corridors studied in the Current Plan Alternative and Potential Plan Modifications Alternative.

87-2

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.

The current Long-Range Plan includes an east-west high capacity transit corridor along the I-90 corridor from Seattle to Issaquah. The East Link Extension portion of that corridor, between Seattle and Bellevue, is currently in design and scheduled to open for service in 2023.

Consistent with Federal requirements for Metropolitan Transportation Planning, the travel forecasts prepared for the Long-Range Plan Update SEIS were updated and used the most current land use and demographic estimates provided by the Puget Sound Regional Council (PSRC), the Metropolitan Planning Organization for the central Puget Sound region. Sound Transit uses the PSRC forecasts known as land use targets. These forecasts for population and employment reflect the latest information provided by local jurisdictions published by PSRC.

Sound Transit Long-Range Plan Update - RECORD #144 DETAIL
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Submission Date :	7/1/2014
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First Name :	David
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Last Name :	Rubenstein
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Submission Content :	Hi,
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144-1

I want to throw my strong support behind the once-planned Graham St light rail station. I live on Juneau between Rainier and MLK and it is over a mile walk to either the Othello or Columbia City stations. At that distance LR is just not a viable transit option for my neighborhood!

Thanks,
David Rubenstein
Hillman City

144-1

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 available.

Submission # 170

Sound Transit Long-Range Plan Update - RECORD #170 DETAIL
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Submission Date : 7/2/2014

First Name : Shannon

Last Name : Ryan

Submission Content : So desperately needed! Will help enhance our neighborhood, improve the community, encourage businesses, both large and small, entice investors, and would make the area attractive for developers!!!

Not to mention would make the light rail an even safer mode of transportation for the Hillman City/Seward Park community by reducing the distance required to travel from home to the light rail station!

We need this!!!

Thank you!

--
Shannon Ryan Christiansen

Submission # 473

Sound Transit Long-Range Plan Update - RECORD #473 DETAIL**Submission Date :** 7/28/2014**First Name :** Dan**Last Name :** Ryan**Submission Content :** Thank you for the opportunity to comment on the Long Range Plan. I've completed the survey, but would like to offer some additional comments re my adopted home town of Kirkland.

While it's early, I don't sense that careful thought has yet been given to serving transit-oriented population centers in Kirkland. Totem Lake, appropriately, is included in the corridor studies, but it's hard on reading the studies to understand how other centers in Kirkland are to be served.

Some form of transit needs to go to downtown, to Houghton, and to the South Kirkland P&R. The rail corridor gets close to all of these. With one deviation from the corridor (to get closer to the center of downtown), all can be served.

The 405 alignment misses all of these. Connector services aren't likely to work well either. You're asking people to go east in order to go to either Seattle or Bellevue. It's the wrong direction, and will require a connection for riders who already have direct service on the 255 to Seattle or the Metro 235 to Bellevue. I don't see how a 405 alignment does anything but pull resources away from today's more direct and more successful services.

And do you really want to make central Kirkland dependent on a bunch of Park and Rides by the 405?

I hope we can do light rail in the corridor, but please prioritize getting the alignment right.

Dan
425-260-9441
493 2nd Ave S
Kirkland, WA 98033.

Sound Transit Long-Range Plan Update - RECORD #62 DETAIL

Submission Date :	6/24/2014
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First Name :	Jon
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Last Name :	Sackett
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Submission Content :	I would like the Light Rail extension to extend up to Mukilteo, WA please.
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Several of us either work in Seattle or need to go to the airport, thus, this will cut down on unnecessary traffic on the I5.

Thank you for considering.
Jon

62-1

Sound Transit acknowledges your interest in extending light rail to Mukilteo; however, Sound Transit already operates Sounder commuter rail service between Seattle and Mukilteo. From the Sounder rail station in Seattle's International District, a transfer to Link light rail service provides service to Sea-Tac Airport.

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: MARK SAGER

Address: _____

City: FEDERAL WAY State: WA Zip Code: _____

Email address: MARK@SAGERLLP.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 do everything in your power
to bring light rapid transit to
FEDERAL WAY AS SOON AS POSSIBLE.
Prefer the B5 ROUTE.

Thank you.

343-1

Detailed alignment and station location decisions in this corridor are currently being evaluated as part of the Federal Way Link extension project. For more information on that project, please visit Sound Transit's project web site at:

<http://www.soundtransit.org/projects-and-plans/federal-way-link-extension>

Sound Transit Long-Range Plan Update - RECORD #526 DETAIL**Submission Date :** 7/24/2014**First Name :** Preston**Last Name :** Sahabu**Submission Content :** To Whom It May Concern:

My name is Preston, a recent graduate of the University of Washington and resident of the University District. I am writing to inform you of my affinity for the Seattle Subway group's plan to base our regional transit system around grade-separated rail. Copied below are their opinions on the upcoming ST3 package, and I fully agree with all of them.

Thank you,
Preston

- 526-1 | * 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.
- 526-2 | * Driverless technology for new rail routes must be studied as part of Sound Transit's efforts to improve their financial sustainability in operations.
- 526-3 | * 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.
- 526-4 | * 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.
- 526-5 | * 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.?
- 526-5 | * Building the best line possible is the most important consideration in this corridor.?
- 526-5 | * 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.
- 526-5 | * 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.
- 526-6 | * 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.
- 526-6 | * Design the Ballard to UW line so that it can be extended both east and west in the future.
- 526-7 | * Study a better Eastside Corridor.
- 526-7 | * 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.
- 526-7 | * 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.
- 526-7 | * More stations please! LRP studies should include stations at Factoria, Bellevue College, Eastgate, Lakemont Boulevard and Historic Issaquah.

526-1

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

526-2

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

526-3

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.

526-4

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

526-5

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

526-6

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.

526-7

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.

526-8

- * 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.

526-8

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 #64 DETAIL**Submission Date :** 6/24/2014**First Name :** Scott**Last Name :** Salzer**Submission Content :** I do not support light rail and certainly don't support any further routes for this VERY expensive project(s).

I have not, and don't plan to use light rail. It is very expensive type of system to build and operate. We are already subsidizing ridership on the various transit systems that operate in King, Pierce and Snohomish counties. I am tired of paying the cost for the users. It has to stop.

In addition, light rail is one of the least flexible transit systems. How do you "move" light rail to compensate for unexpected growth in various areas of the tri-county area? Simply, you can't. At least with buses, which I also don't use, you can add equipment and routes that would use the existing road system.

I am so tired of supporting systems that I have no intention of using.

What a waste of taxpayer \$'s.

Scott Salzer
P. O. Box 66314
Seattle, WA 98166

64-1

64-1

The fixed location of light-rail tracks means that the service cannot be easily shifted to a new route. However, as discussed in the Final SEIS Section 4.9, both alternatives would be consistent with the Puget Sound's regional growth strategy which involves focusing the majority of the region's growth into currently designated urban areas. In *VISION 2040*, developed the Puget Sound Regional Council, designated regional growth centers and other center types are the focal points of activities within urban areas and will be connected to other centers by high-capacity transit. By providing light rail service to these regional growth centers, Sound Transit helps achieve this regional growth strategy.

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: BRETT SANTHUFF
 Address: 720 6th Ave #205
 City: Tacoma State: WA Zip Code: 98405
 Email address: bsanthuff@harbor.net.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):

320-1

In current plan alternatives extend Seattle link light rail to Tacoma. Develop another Seattle light rail serving Seattle downtown to Ballard and Ballard to UW.

320-2

For potential alternatives move forward light rail to West Seattle, Burien, & Puyallup.

320-3

In Tacoma, make the distinction between Tacoma link streetcar and link light-rail expansions. I support future streetcar network expansion and also link light-rail from Tacoma Dome Station south to Tacoma Mall & potentially Lakewood.

320-4

Please explore extending Sounder south to Olympia.
 Maps should show cross sound areas/outline
 i.e. Gray Harbor, Vashon, etc.

320-1

The downtown Seattle to Ballard and Ballard to UW corridors are both studied in the Long-Range Plan SEIS as part of the Current Plan Alternative. They are potential rail extension corridors F and G, respectively (see Figure 2-7 in the Final SEIS).

320-2

The Potential Plan Modifications Alternative (see Figure 2-9 in the Final SEIS) includes light rail corridor 6 - DuPont to downtown Tacoma via Lakewood, Tacoma mall. This corridor would provide a connection between Tacoma Dome Station and the Tacoma Mall. The other light rail corridors near Tacoma in the Potential Plan Modifications Alternative are assumed to connect with Tacoma Link.

320-3

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

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

320-4

Figure 1-1 generally shows these areas; however, for the purposes of analysis in Chapters 2-4 these areas are outside the Sound Transit district boundary.

Sound Transit Long-Range Plan Update - RECORD #297 DETAIL**Submission Date :** 6/23/2014**First Name :** Steve**Last Name :** Savage**Submission Content :** Sound Transit Board -

After reviewing the recent Ballard-UW preliminary analysis performed by ST, I must say I am very happy to see that this has been moved forward in priority to today instead of in the future. All of your recent corridor studies are amazing and I look forward to the continued growth that ST is providing all of us in transit.

Some concerns I have with the clear winner in Ballard-UW alignment is that it does not fully serve what is a dense and densifying region of Seattle. I have seen the Ballard Spur <<https://www.facebook.com/BallardSpur>> facebook page and I see they have a recent and common sense tweak to the A3 option, they are titling A4. I think this makes sense and is something worth adding to further ST investigations. Outlined below:

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.

I would say overall, after having lived in Seoul, and seeing transit expansion there, is it plausible to do more cut/cover light rail construction and seal the roof for traffic like I have seen done there to cut down on costs? I know all you are attempting to construct is massive and hugely expensive, but grade-separated is key to our transit expansion. Although ST has had tunneling success, this Ballard-UW corridor seems perfect for a cut/cover type construction.

Thank you for your time and consideration -

Avid Transit Rider/Watcher

Stephen Savage

297-1

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

297-2

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

297-3

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

Long-Range Plan Draft Supplemental Environmental Impact Statement



Comment Form

Name: Lyle Schadee

Address: 13518- 7445 St. N.E.

City: Lake Stevens State: WA Zip Code: 98258

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):

This will increase the already over congestion
of our city streets & put businesses at risk of
losing business.

574-1

Please see the response to common comment 19 - Reduce congestion on roadways in Section 5.3.4 of Chapter 5 of this Final SEIS.

Submission # 88

Sound Transit Long-Range Plan Update - RECORD #88 DETAIL

Submission Date : 6/16/2014

First Name : Clint

Last Name : Scharen

Submission Content : Please do not expand the light rail system. Buses are more flexible and cost effective when compared to the rail options. Please invest in bus routes and dedicated lanes rather than light rail.

I lived in Portland, OR for over a decade and can tell you the rail option always sounds nice in the planning stage but always has problems when put into operations.

Thank you,

-Clint

Clint Scharen
503-729-4100

283-1

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 #283 DETAIL
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Submission Date :	7/8/2014
First Name :	Nicole
Last Name :	Scheer
Submission Content :	Hi!

283-1

I think the board should study the Sand Point Crossing (Option SP1) and complete the analysis on a floating rail bridge, floating tunnel, and suspension bridge from sand point to kirkland to completel the analsysis of the UW to Kirkland to Redmond study. Building the best line possible is the most important consideration of this corridor as we will be using it for years. Thought a highway option over this section of the lake might not be feasible, rail only could be wonderful!

Thank you! Nicole

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221-1

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 #221 DETAIL

Submission Date : 7/8/2014

First Name : Larry

Last Name : Scheib

Submission Content : Please consider a Ballard/Sandpoint/Kirkland option. Then a line from the Zoo to Belltown can be used by Ballard residents.

221-1 |

107-1

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

Sound Transit Long-Range Plan Update - RECORD #107 DETAIL

Submission Date : 6/13/2014

First Name : Judi

Last Name : Schimke

Submission Content : why don't you all forget your egos and combine with king county metro transit? it would serve the community much better if you did. think about the public and their needs rather than your own inflated salaries and egos.

judi schimke

107-1

Sound Transit Long-Range Plan Update - RECORD #359 DETAIL**Submission Date :** 7/22/2014**First Name :** Carson**Last Name :** Schlamp**Submission Content :** Many years ago Seattle built a Monorail system for a worlds fair. it is still running, does not interrupt traffic like people thought, and is not noise intrusive.

Monorail systems are designed to be "high-capacity" people movers. Back when the light rail system was proposed my wife did a transit study for her college degree. She found that a monorail system could be installed where the light rail now exists at a cost less than the current rail system, and at a higher carrying capacity.

So installation of a less costly system, less auto intrusive system, quicker build system, a safer system (easier to get people down from the cars than out of a tunnel), and a system that already had a prototype running in Seattle was ignored for political reasons.

There are a lot of tunnels that have, and will continue, to be problematic from a construction and operation perspective: are they earthquake safe? Would you rather be 30 feet in the air with a ladder to climb down or trapped in a tunnel with no exit? How does the fire department get to you in a tunnel? They have ladder trucks to reach high places.

The monorail could be used in tourist promotions, think of the view from an elevated system! Oh that is right a lot of the current system is elevated.

I voted for rapid transit systems back in the 70s, most people didn't want to spend the money. Now I am paying for a system that I will never use and that doesn't effectively reduce the traffic load on the freeways around here.

The only way you will get my vote for future transit systems is to plan and build an elevated "high capacity" transit system that would run from Marysville to South of Tacoma. And include an East side loop and a loop to pull in those east of Auburn. It would have to be done in a way that would minimize auto and truck traffic flow once it was complete. Additionally I5 and other corridors need to be tolled, put \$1.00 coin baskets on all the on ramps for usage during peak hours.

Just my \$.02

Carson

359-1

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

359-2

Sound Transit acknowledges the suggestion to extend high-capacity transit from Marysville to South of Tacoma. While Marysville is located outside of the Sound Transit District Boundary (see Figure 1-1 of the Final SEIS), the SEIS notes in Section 2.5 that Marysville would be a reasonable location for extending HCT service within PSRC's urban growth area. In order to do so, Sound Transit must follow legislatively mandated steps as described in Section 2.5 and which include reaching agreements with local government agencies on how such extensions would be funded through intergovernmental partnerships.

In terms of an Eastside Loop, the Long-Range Plan Update SEIS studied a variety of high-capacity transit corridors on the Eastside including SR 167, I-405, and the Eastside Rail Corridor. For more information on these corridors, please see Chapter of the Final SEIS.

133-1

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.

Sound Transit Long-Range Plan Update - RECORD #133 DETAIL

Submission Date : 6/13/2014

First Name : Kristi

Last Name : Schmidt

Submission Content : I would like to comment on your 2014 Long Range Plan update. I live in the Graham / Puyallup area and commute to Kent every day. I tried commuting on the train, and would love to commute on the train, however the issue I have is parking. Why weren't parking garages built at every station? I don't understand why you are bothering planning on expanding the system, when there are already so many riders that are unable to take advantage of the system because of the parking situation. Why don't you fix what you've already done first before adding more stations that I'm sure will end up having the same problem.

Kristi Schmidt
8701 S. 192nd Street
Kent WA 98031
253-395-3300
Fax #: 253-395-3312
<mailto:kdeering@malcolmdrilling.com> kdeering@malcolmdrilling.com

MALCOLM DRILLING
<<http://www.malcolmdrilling.com/>> www.malcolmdrilling.com

133-1

Submission # 348

Long-Range Plan Draft Supplemental Environmental Impact Statement



Comment Form

Name: Ann Schmidt
 Address: 921-130th St SW #D201
 City: Everett State: WA Zip Code: 98204
 Email address: annicedance@icloud.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 like the option for light rail
in the Everett area that goes to
128th, airport road and Boeing
because it goes near where I
live.

Submission Content :

Sound Transit

Long Range Plans

I have been an user of Transit services in the past and participated in Ride Share, Van Pools, Bus service, and Train service. I feel I have an understanding and experience level that gives me a perspective to discuss the topic.

First comment is: Transit services are a very important aspect of a growing economy and social environment. The services available to the residents of the Puget Sound are very helpful but not as plentiful and available to the public as needed.

Second comment: The benefit of the larger population and society as a whole is the primary principle which should govern the decisions and development of the Puget Sound Transit systems and services. Existing Rail lines and stations, Highway and Freeway access, to and from stations, your riders come from the outlying areas not the cities where the stations are located they are who you are serving not the cities at the Station locations.

Third comment: Take positive and direct actions that will address the current and future requirements looking ahead at least 10 years. If you do not plan to address the needs and requirements for the future then don't bother doing anything. If it takes to 2023 to complete and build a project, then that project must meet the needs for 2023 and 10 years beyond. If you do not accommodate the future needs then do not build anything as you are wasting tax payer's money and time.

Planning and tax payer's support

To do this correctly you need to develop the plan, and present the project and ask the communities only the following things. What traffic, (road and intersection), improvements need to be done for this plan? What pedestrian improvements need to be done for this plan? What architectural style do you want the facilities to be built in? The size and location of your project and facilities are dictated by the requirements to meet the 2033 projections. The location is dictated by the property adjoining the existing Station, and that is not impacted by existing use of the property or current zoning.

I understand from the meeting in Sumner that you are working to limit or not impact any existing housing. That is the most ridiculous principle or criteria to follow with a system that will continue to grow and increase traffic both foot and vehicle using Sound Transit Services. The increased use of Transit Services will impact all the residents in the area of the station and spreading parking out will make it worse and require more road and sidewalk improvements. Any thing you do will impact the residents between the parking facilities and the station and create more issues and animosity between local residents and Transit Riders. The best way to minimize issues related to Transit Services use, is to develop the property closest to the station to minimize the impact to the greater community surrounding the station.

Note in my experience as a customer of Sound Transit trains for more then 4 years, adding parking more then ¼ mile from the existing train station is a waste of time and money. It also will create larger traffic problems both in vehicles and pedestrians so don't even consider anything out side ¼ mile from the train station. The facilities should be built on or next to the existing Train Station and they should be no less then 4 stories in height. If you insist on going outside the ¼ mile radius you will only anger and frustrate the local residents and the Sound Transit Station riders, so don't even consider that. Focus on buying up the neighboring properties and building at the same location, then you can focus on improving the vehicular access to and from the Highways so that people can get to and from the station efficiently.

78-1

This plan-level SEIS broadly defines potential high-capacity transit corridors and does not identify station locations or parking. For those projects that are ultimately implemented as part of a future system plan, more detailed project-level reviews would be completed.

These reviews would analyze station locations and parking demand in greater detail and would involve coordination with local jurisdictions, other transit agencies, and the public.

78-1

78-2

Building on both sides of major city roads will also create a large pedestrian access problem and it will disrupt multiple residential neighborhoods with cars and people instead of just one neighborhood. Benefits might exist in traffic disbursement and local resources that justify building across corridors.

78-3

To summarize,

What is needed is what serves the Puget Sound Region and not what serves a cities needs. The expectation of the tax payers is that you will build at the existing locations and build to accommodate a 10 year future needs projection. If you are not going to do things correctly then don't expect to get support from those who vote and pay taxes. Build big and on location the first time. Don't spend your time working with the local cities to develop a regional resources, minimal time that is spent with cities should be spent on developing the local resources for city users and that is a separate subject of local bus and light rail services that local jurisdictions should be funding with the some support of Sound Transit and the regional systems that will benefit from those local transit systems.

Use your professional planner and designers and get things moving faster and with the primary purpose of serving the Sound Transit Riders, they are the reason we are building these systems and services. The riders are the reason you should design and build the facilities needed in all the communities of the Puget Sound. Work with the local cities to develop the transportation infrastructure, (roads, highways, traffic lights, traffic intersections, crosswalks, bike trails), to support the Sound Transit Stations and then everyone will benefit from the Sound Transit.

Your survey fails to ask why people feel a way about supporting the Sound Transit. I hope you understand better from this email, if you don't focus on the REGIONAL aspects and the RIDERS using the services instead of the communities/cities concerns, then you will loose tax payer support. The system is funded and supported by the Tax payers not the cities and communities at the stations. Anything that impedes the riders use and ease of use of the Regional Transit services is a problem for your tax payers and supporters. What I see going on by focusing on small city concerns, (Not the primary issue), continues to concern me and makes me less supportive of the Sound Transit and the Tax levies to support Sound Transit.

78-2

This plan-level SEIS broadly defines potential high-capacity transit corridors and assumes that stations, parking areas, access improvements, operations and maintenance facilities, and other infrastructure needs would be implemented along those corridors as necessary. For projects that are ultimately implemented as part of a future system plan, more detailed project-level reviews would be completed. These reviews would analyze station locations and parking and access needs in greater detail and would involve coordination with local jurisdictions, the public, and other transit agencies as appropriate.

78-3

Transit was enabled by an act of the State of Washington Legislature, as codified in RCW 81.112.010, as a regional agency for planning and implementing a high-capacity transportation system within the region and without limiting the powers of the existing local transit agencies. Sound Transit is developing and constructing the projects that were included in its 2005 Long-Range Plan Update and funded by voters in the district when the ST2 ballot measure was passed in 2008. The development schedule for individual projects depends on the timing and level of funds. ST2 outlined an implementation schedule for the program from 2009 extending through 2023 and with a planning horizon of 2030. With the current Long-Range Plan Update, Sound Transit is extending its planning horizon to 2040.

Sound Transit's mission includes partnering with local jurisdictions and transit agencies in providing transit service within the region. With each individual project, Sound Transit works with local jurisdictions and transit agencies so that they may provide local access and connections to Sound Transit's regional service.

Sound Transit Long-Range Plan Update - RECORD #301 DETAIL
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Submission Date :	7/12/2014
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First Name :	Don
---------------------	-----

Last Name :	Schneider
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Submission Content :	<p>I recently saw a post on Facebook by "Seattle Subway" proposing investigation of a rail line from Seattle to Kirkland via Sand Point (the "Sand Point Crossing" or "Option SP1"). I strongly endorse looking at this -- I am biased, as a Kirkland resident, but as a regular transit user (I ride the 255 both ways almost every workday), I felt perhaps my opinion deserved some consideration. I am pretty happy with the bus, but nevertheless would love a rail alternative.</p>
-----------------------------	---

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

As such, I agree with the folks at "Seattle Subway" who suggest that you invest in completing the analysis on the three alternative for a Sand Point Crossing (floating rail bridge, suspension bridge, and floating tunnel -- although I confess the latter gives me the heebie jeebies). I agree that driverless technology deserves consideration as well.

In addition to the points they make in the article, I think it worth pointing out that having a rail option that goes someplace "different" than 520 is actually appealing regardless of cost benefits. Perhaps the reason they didn't point it out is that it is so obvious, but clearly as more route alternatives are available, people are empowered with more choice based on destination.

In short, I find the SP1 alternative highly compelling, and hope you can find budget to study it. Thanks very much for your attention!

301-1

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

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

35-1

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

Sound Transit Long-Range Plan Update - RECORD #35 DETAIL

Submission Date :	6/29/2014
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First Name :	Eric
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Last Name :	Schoettle
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Submission Content :	As a lifelong Seattleite, I pore over the long-range plan in dreamy bliss, thinking of how quickly I could get from one favorite haunt to another, how urbane my future city will be.
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35-1

I have but two requests. Ballard to Downtown, and UW to Ballard. With those two routes, and those already on the docket, you could quickly get from every dense, walkable place Seattle to every other place. In fact, you can probably expand that to Washington State. A well designed system (A3 and Corridor D, in the plans) would cover every dense neighborhood in Seattle, the places where the most people live, the most people work, the most people play, and the highest percentage use transit, with quick and reliable transport between all of them. What a dream!

This would set Seattle up for major future growth, ease traffic, and present the highest value per mile, and in the long term, given the urbanization trends in the country, the highest value per dollar, in transit ridership. I support Ballard to UW and Ballard to Downtown, and I support spending the money to do these lines correctly, underground. I will gladly pay the taxes to do so.

Thank you,
Eric

294-1

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 #294 DETAIL

Submission Date : 6/28/2014
First Name : Eric
Last Name : Schoettle
Submission Content : Hi,

First off, thanks for reading this; I realize that reading a whole bunch of people's thoughts about why they are right is a bit repetitive, to put it politely.

As a Ballard resident, I am thrilled at the possibility (likelihood?) of a Ballard to downtown line (hopefully extending one day to West Seattle). Ballard is booming precisely because it is the sort of walkable, urban neighborhood where you don't have to have a car; connecting Ballard to downtown, by way of the very similar Fremont and Lower Queen Anne, would vastly increase the walkability of the neighborhood. Because of that, it would get used more than any other line I can think of - people here are already looking to ditch their cars as much as possible.

However, I want to talk about the other, major line that is needed. There are four neighborhoods in Seattle that provide the density and diversity to make car-free life appealing: Downtown, Cap Hill, Ballard/Fremont, and the U-District. Wallingford and Phinney get honorable mentions.

Under our current plan (assuming a Ballard to Downtown link happens), you'd be able to quickly get from any of these places to any other, except for from Ballard to the UW. This would be a major hole in making Seattle a walkable, integrated city, the kind of city we have to become if we continue to grow. And worse, because of the hills, parks, and highways involved, it is an incredibly slow route by any other means. The 44 is terrible, and east-to-west traffic is a nightmare. Even without traffic, the route is painfully slow; it takes me half an hour to drive from my apartment in Ballard to my aging parents in Wedgewood, whereas I can get from either location to downtown in half that time or less.

So as I see it, you can link the two densest neighborhoods that currently don't have any direct link, add another that couple of high density neighborhoods, and do so on a route that is guaranteed to have high ridership, because it is already a nightmare in a car.

Of course, if the transit can get caught in traffic, it's purposeless - I favor the tunnel of the A3 option, though with an added stop or two (move Wallingford stop closer to Wallingford street, add stop in the Phinney/North Fremont area, or maybe under Aurora to connect to bus transit there, etc.).

Oh, and the line could be extended over 520 to the east side someday - that would be brilliant.

Yes, tunneling is expensive, but in the long term it's clearly the best option, as it has the shortest travel times and is the only one that can accommodate the kind of growth Seattle can expect to have. It's the right way to do it, and we don't want to have to do it twice, so we may as well get a tunnel going now.

Thank you very much for your thought and consideration, I know it is incredibly hard work.

Eric

294-1

Sound Transit Long-Range Plan Update - RECORD #527 DETAIL

Submission Date : 7/24/2014
First Name : Eric
Last Name : Schoettle
Submission Content : Hi,

I am incredibly excited that my beloved city and hometown is getting real, grown-up city transit. I have spent too many hours in traffic already, and too much money on gasoline.

I worry, though, about how we build this out.

In order for transit to alleviate (or better yet, obviate) traffic, transit has to be faster than driving. This is an inherently hard thing to do, because your car goes from where you are to where you want to go, exactly when you want to leave, and transit, at best, goes from someplace nearish, to someplace nearish your destination, hopefully leaving soon.

To make transit work, then, transit absolutely has to be grade-separated wherever possible, and where not possible, needs exclusive rights of way and signal timing priority. Why on earth would I take a train, streetcar, or bus that gets stuck in the same traffic as my car? It has to pick up other people, follow a route, and a schedule, so I have no hope of getting there faster. But if I could get from Ballard to the U-District in 12 minutes on a subway, even in rush hour, why would I ever drive? I can't make that journey in that kind of speed now with anything less than a helicopter.

So this seems to be the crux, to me. If we want people to ride it, we must build transit that is faster than driving, which means we must build it grade separated. That costs a lot; we have to build it between places that lots of people go for this to make any sense. There is no worse advertisement for public transit than an empty train or bus; there is no better advertisement than a fast and easy journey.

With grade separation comes speed and reliability, which bring ridership and public support, which bring density and further rail that allow our city to grow and thrive without losing character, without tearing down forests, without filling our lives with the headaches and frustration and pollution that come with cars.

My personal favorite routes are Ballard to Downtown via Fremont and Queen Anne, with the ability to extend north to Greenwood, Ballard to UW via Phinney and Wallingford, and West Seattle to Downtown or the CD. These routes connect the places where the most people live, work, and play, and particularly in the east-west routes, could handily outcompete driving, because the driving options are so terrible already.

But whatever the plan, I hope that the thinking is long-term, meaning that the top priority is:

1. Grade separated

And then focus is on

2. Ridership: serving high-density places that are walking-friendly (or even TOD friendly, over high density without walkability)
3. Other means of fast and frequent service (right of way, signal timing, off-board payment, etc)
4. Expandability, in terms of a) the network, eg north of Ballard, crossing 520, etc. and b) frequency of service, c) station density
5. Minimizing long-term operating costs per rider.

Thanks for listening,
Eric

PS - I know that there are incredibly dumb rules probably require Sound

527-1

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

527-2

Your comments are all noted. Maximizing ridership, improving service technologies, system expandability, and cost efficiencies are all evaluated by Sound Transit during system planning and implementation phases of project development.

527-1

527-2

Transit to build a bunch of rail in suburbs that don't have enough people or the kind of neighborhoods to drive adequate use, and this will make everybody like the system less while requiring more taxpayer support because of fewer tickets sold, and leads to boondoggles. I don't know if this system can be changed, but it just doesn't make sense to build rail where it doesn't have riders while not building it where it does. After East Link, the suburbs should focus on Bus Rapid Transit (and spend the money to do that right) until density justifies grade-separated rail.

Sound Transit Long-Range Plan Update - RECORD #140 DETAIL**Submission Date :** 6/30/2014**First Name :** Jeff**Last Name :** Schumacher**Submission Content :** For a long term goal, the community really needs light rail from Seattle to Marysville.

According to your mailing that Everett area will receive a 74 % population increase by 2040, then this is a priority.

Please consider to propose a plan to the community to expand light rail to Marysville.

Sincerely,
Jeff Schumacher
(425) 344-5905**140-1**

Sound Transit acknowledges the suggestion to extend high-capacity transit to Marysville. While Marysville is located outside of the Sound Transit District Boundary (see Figure 1-1 of the Final SEIS), the SEIS notes in Section 2.5 that Marysville would be a reasonable location for extending HCT service within PSRC's urban growth area. In order to do so, Sound Transit must follow legislatively mandated steps as described in Section 2.5 and which include reaching agreements with local government agencies on how such extensions would be funded through intergovernmental partnerships.

Submission # 147

Sound Transit Long-Range Plan Update - RECORD #147 DETAIL**Submission Date :** 7/1/2014**First Name :** Dick**Last Name :** Schwartz**Submission Content :** Email Date: Fri 6/13/2014 12:12 PM

Maybe if the local boosters would stop trying to recruit every company in the world to come here we wouldn't have all these expensive problems to deal with. For these people there is no such thing as "too big". Of course it's all about greed, not building a liveable community.

Sound Transit Long-Range Plan Update - RECORD #396 DETAIL**Submission Date :** 7/27/2014**First Name :** Lucas**Last Name :** Schwarz**Submission Content :** ...I realized this existed. It's basically what I was talking about was important, made by people who know more than me and are better at photoshop than I am.<http://seattletransitblog.com/wp-content/uploads/2014/07/region.jpg>

I agree completely with this image, with the caveat that light rail should run all the way to Olympia, serving as many urban centers as possible.

[Inline image 1]
Thanks again!
~Luke**Attachments :** image.pdf (845 kb)**396-1**

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 #535 DETAIL**Submission Date :** 7/24/2014**First Name :** Lucas**Last Name :** Schwarz**Submission Content :** Proper Transit expansion into the next 30-50 years:

I'm a rural Vermont native, now living in Ballard. All my opinions are taken from my own experiences living in Portland OR, NYC, and frequent trips in the last few years to Taipei, Taiwan.

Of all the places I've lived, Taipei is doing what is in my opinion the best work regarding mass transit. Similarly to what Sound Transit started with, Taipei Metro began by forming a core spine through the city on a generally North South axis. This is now being augmented by the beginning of construction on a loop line around the outskirts of the city, to serve more and more urban centers.

More, in much greater detail, here: http://en.wikipedia.org/wiki/Taipei_Metro

Key features to take away from the Taipei system include:

1. ALL lines are GRADE SEPARATED. I cannot stress enough how important this will be as more and more people move to Seattle and the surrounding cities and suburbs.

2. Tickets are used in the form of refillable cards(like an orca card), or single purchase tokens, which are then returned to the turnstile upon exiting the metro. It's hard to explain in writing but if you don't have anyone on staff who is familiar with them please call me and I will either explain over the phone or come meet with anyone to talk about it in person.

3. Fares change depending on how far you go. When you buy your single purchase token you select on the screen how much you want the token's value to be. this can be as little as .50 cents to 2.50 depending on how far you are traveling.

As this region grows more and more it will become imperative to implement redundant HCT routes, preferably in the form of light rail. All new light rail stops should be in urban centers.

Light Rail lines I'd like to see:

1. A North/South line serving South Lake Union, Queen Anne Hill, Fremont, Ballard, North Ballard/Greenwood, Shoreline and connecting with main spine in Lynnwood. OR it could pass through shoreline and continue east west through Bothell and then around to Redmond

2. A East/West line serving Ballard, Wallingford, UW, crossing 520 or crossing the lake to Kirkland and then to Redmond.

3. The Main spine must be completed to Federal Way and onward to meet the Tacoma Link. I understand that this is redundant if you think of it in terms of Tacoma to Seattle commute, it is not however if you live in tacoma and need to get to the airport.

4. IF that main spine was completed through to Tacoma you could then plan and run a line from Tacoma East to Auburn and then north to Kent and then Renton and then Bellevue.

thanks!

Talk to me! If you'd like more thoughts from me I'm happy to come down to meet with you or talk on the phone. You can reach me at 802-917-1320

Thanks again and keep the construction on schedule. I appreciate your

535-1

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

535-2

Sound Transit is part of the One Regional Card for All (ORCA) system. Sound Transit regularly reviews its technology programs, and the agency may consider different fare payment technologies for future implementation.

535-3

Sound Transit included several light-rail or high-capacity transit corridors serving areas north of downtown Seattle. As described in Section 2.4.1 and shown in Figure 2-9 of the Final SEIS, Potential Plan Modifications Alternative corridors 1, 24, and 25 would connect downtown Seattle to Ballard through various options of the Central District, Belltown, Queen Anne, Interbay, and South Lake Union. Various operating plans could link these corridors with existing and planned Link service. Ballard would be connected to Lynnwood by corridor 3 or to Bothell by corridor 11 as described in Section 2.4.3 and shown in Figure 2-9 of the Final SEIS.

535-4

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

535-5

The Potential Plan Modifications Alternative includes a new light rail corridor from Puyallup/Sumner to Renton via SR 167 (corridor 7 shown in Figure 2-9 of the Final SEIS). This would then connect with the potential rail extension from Renton to Bellevue in the Current Plan Alternative, corridor D shown in Figure 2-7 of the Final SEIS. A light rail corridor from Tacoma to Puyallup/Sumner was not evaluated in the SEIS for the Long-Range Plan Update because it would duplicate the current Sounder commuter rail service.

management abilities every day I drive by highway 99 and see everyone at the SDOT job standing around holding their dicks.

Submission # 441

Sound Transit Long-Range Plan Update - RECORD #441 DETAIL

Submission Date : 7/28/2014
First Name : Amy
Last Name : Scrivanich
Submission Content : Hi,

I'm an advocate for a Seattle subway! Please take a look at what this organization has to say --- they seem to know their stuff. Thanks!

Amy

----- Forwarded message -----

From: Seattle Subway
 <contact@seattlesubway.org<mailto:contact@seattlesubway.org>>
 Date: Mon, Jul 28, 2014 at 10:01 AM
 Subject: Last Chance to Let Sound Transit Know You Want A Subway!
 To: Amy Scrivanch <amyscriv@gmail.com<mailto:amyscriv@gmail.com>>

[[http://www2.myngp.com/Uploads/217/images/logo\(3\).png](http://www2.myngp.com/Uploads/217/images/logo(3).png)]<<https://act.myngp.com/el/-2773842372570644480/7741139103147622400>>

Comment on the Sound Transit
 Draft EIS for Long Range Plan

Hi Amy,

Today is your last chance to get your comments in to Sound Transit on their Long Range Plan. Email them at LongRangePlan@soundtransit.org<<https://act.myngp.com/el/-2773842372570644480/7813196697185550336>> and let them know what you think.

Our suggested comments to Sound Transit:

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/-2773842372570644480/7885254291223478272>>.
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/-2773842372570644480/7957311885261406208>>.
3. Study the highest quality option for Ballard to UW: The Ballard Spur. We discuss this in detail here<<https://act.myngp.com/el/-2773842372570644480/8029369479299334144>>.
4. Study a better Eastside corridor. We discuss this in detail here<<https://act.myngp.com/el/-2773842372570644480/8101427073337262080>>.
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/-2773842372570644480/8173484667375190016>>.
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/-2773842372570644480/8245542261413117952>>.

Submission # 441

The comment period for this study ends on Monday 7/28 — be sure to send your comments to
 LongRangePlan@soundtransit.org<<https://act.myngp.com/el/-2773842372570644480/7813196697185550336>> by that deadline.

Thanks!
 Seattle Subway

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 Facebook<<https://act.myngp.com/el/-2773842372570644480/8461715043526901760>>.
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 Twitter<<https://act.myngp.com/el/-2773842372570644480/8533772637564829696>>.
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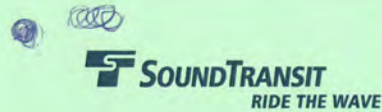
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Long-Range Plan Draft Supplemental Environmental Impact Statement

Comment Form



Name: RICK SEMPLE
 Address: 301 PHYALLUP AVE SUITE B
 City: TACOMA State: WA Zip Code: 98421
 Email address: RICKSEMPL@MAC.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):

Change the type of bus that serves
 the airport: #574 to one that
 has space for suitcases to be
 stored.

Currently there is not even
 space to store a large briefcase
 either above or below the seats.

Change the type of bus used on route
 #574 to the airport.

326-1

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

326-1

264-1

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 #264 DETAIL

Submission Date : 7/17/2014

First Name : Rene

Last Name : Seymour

Submission Content : I'm in support of long range transit planning for west seattle. My son for one uses the bus system to go to the seattle cancer care alliance center and university of washington medical center for treatment. I own rentals in the alki beach area. over the past 20 years a lot of the young professionals who have rented from me have used transit to get downtown rather than pay for parking.

as housing in the central seattle area become less affordable I think more students, young professionals and and support staff will moving across the west seattle bridge for more affordable housing options. They will need a well supported transit system.

René seymour

249-1

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 #249 DETAIL

Submission Date : 7/14/2014

First Name : Ryan

Last Name : Sharp

Submission Content : Hello,

We know you are studying options for mass transit connecting east and west sides. But we feel have overlooked an important option and would like to draw your attention to it.

This new Sand Point crossing will provide fast connections between residential, entertainment, and employment centers in the northern half of Seattle and the east side. It will provide a one seat ride from Ballard to Microsoft in 30 minutes or less during rush hour. This option is superior to 520 crossings that Sound Transit has studied so far as it adds destinations (Downtown Kirkland, Magnuson Park, Childrens Hospital, Rose Hill) while providing a more direct crossing of Lake Washington for faster commute times and higher ridership.

You can find more information about the why the Sand Point crossing is the best plan for the region's future here
<<http://seattletransitblog.com/2014/07/08/ww-to-redmond-via-kirkland-options-lets-build-a-sand-point-crossing-option-sp1/>>.

Thanks for considering.

Sincerely,

Ryan Sharp

249-1

247-1

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's Board of Directors includes Seattle Mayor Ed Murray, Seattle City Council member Mike O'Brien, King County Executive Dow Constantine, several King County Council members, and Secretary of Transportation Lynn Peterson. To obtain contact information for all of Sound Transit's Board members and voice your opinion, please visit Sound Transit's website:

<http://www.soundtransit.org/About-Sound-Transit/Board-of-Directors/Board-members>

Sound Transit Long-Range Plan Update - RECORD #247 DETAIL	
Submission Date :	7/11/2014
First Name :	Marcy
Last Name :	Shaw
Submission Content :	<p>If I want light rail in west Seattle, What city official or state official should I direct my voice to?</p> <p>The mayor or governor or dot??</p> <p>Thanks, Marcy Shaw 206.229.9770</p>

Submission # 109

Sound Transit Long-Range Plan Update - RECORD #109 DETAIL**Submission Date :** 6/14/2014**First Name :** Linny**Last Name :** Shearer**Submission Content :** Dear Sir:

I completed your online survey just now. I was disappointed to see that there was not ONE mention of improving the drive for those of us who must use our own vehicles to conduct business or access employment.

I will consistently oppose any efforts to expand public transit because of this serious oversight - a complete disregard for the multitudes who must use personal vehicles.

Sincerely,

Linny Shearer

Sound Transit Long-Range Plan Update - RECORD #37 DETAIL**Submission Date :** 6/23/2014**First Name :** Lucas**Last Name :** Simons**Submission Content :** I appreciate all the work ST is doing and I hope you can continue to build quality rapid transit that gives the region's current and future residents viable transportation.

I just wanted to offer some points I hope you can consider as you look at options for a Ballard to UW rapid transit line.

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.

Aren't other agencies planning for dense growth in these neighborhoods? I think ST should too. by planning for dense urban spacing of rapid transit stops rather than a few years after the line is built realizing more stops are needed to serve the dense and growing neighborhoods.

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. If you're really trying to build a system that gives people viable transportation options and gets them out of their car don't you need to make it as fast as possible by separating it from delays of street traffic, stop lights and other delays that happen at street level. Otherwise its going to be to slow to convert drivers to riders.

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. As I said in the previous points, please don't just think of what is workable now but plan for the future of what we want Seattle to look like. Dense walkable neighborhoods where people take public transit not just for cost or moral reasons but because it offers the most practical (timely) option.

And a couple more points I hope you can consider

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,
Lucas Simons
Madison Valley
206-724-2382

37-1

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

37-2

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

37-3

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 #486 DETAIL

Submission Date : 7/28/2014
First Name : T. Craig
Last Name : Sinclair
Submission Content : Hello,

486-1 | I just want to respond saying that I support grade-separated light rail service to as much of the Seattle area as possible. The Seattle region aspires to be a 21st century city, yet, transit-wise, we can't even enter the 19th.

Quite frankly, the BIGGEST ISSUE THAT WOULD PREVENT ME FROM STAYING IN SEATTLE IS A LACK OF A SUFFICIENT RAIL TRANSIT SYSTEM. Apologies for the all-caps, but it's that serious.

Sound Transit has a special opportunity to catch the Puget Sound region up with other major cities. Yes, grade separated expansion of the LINK light rail will be expensive, but it's only expensive because we didn't invest in the right infrastructure before. In this pivotal moment, quality of service, quality of commute time, and quality of ridership are more important than price.

486-2 | Going down the study list:

Ballard to University: Option A3. While ridership might be slightly lower than C3 and more expensive than B2, for me it all comes down to speed. 6 to 9 minutes between Ballard and the U District will revolutionize Seattle. No other way around it. Yes, it's a tunnel, but it would forever alter life above the Cut in the best way possible

486-3 | Ballard to Downtown: Queen Anne Tunnel Corridor C. That transit time makes me tingly in places that shouldn't. And the ridership is amazing. This, to me, is the world's biggest no brainer. You serve SPU, Fremont, Ballard, and LQA, three of the most traveled to neighborhoods in the City. They should all be connected by fast, efficient rail.

486-4 | West Seattle to Downtown: This is probably the toughest, but B4, purely for the ridership and connectivity. I'd like to the West Seattle spur run through Delridge. But this option gets the most trains running above or below grade and increases connectivity with the additional, central-running line.

486-5 | Eastside Options: To me, all the LRT options have merit. I think Kirkland needs to be served, and I think any option should link (excuse the pun) with the planned line. I spend a lot of time on the Eastside and know that people will ride any line as long as it gets them to places FAST, so speed and reliability are massive. I do think that an Eastside line needs to connect with one of the largest destinations for Eastsiders: UW. Because of that, I'm supporting a Sand Point Crossing from UW to Sand Point to Kirkland as the preferred light rail crossing.

Thanks,

Craig

--
T. CRAIG SINCLAIR
e t.craig.sinclair@gmail.com<mailto:t.craig.sinclair@gmail.com>
m +1 425.301.3071

486-1

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

486-2

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

486-3

Sound Transit acknowledges support for a Queen Anne Tunnel Corridor C as described in the high-capacity transit corridor study.

The Ballard to Downtown Seattle corridor is also broadly evaluated as part the Current Plan Alternative evaluated in this SEIS as corridor F. All of the corridors studied in the Final SEIS are intended to reflect a general area within which high-capacity transit could be implemented. The current Long-Range Plan explicitly states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments."

As described in Section 2.2.3 of the Final SEIS, the ST2 transit package approved by the region's voters in 2008 funded several high capacity transit corridor studies 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. Furthermore, specific alignments will not be identified in the updated Long-Range Plan. For those corridors that are ultimately funded and implemented, more detailed project-level reviews will occur in the future including a more in-depth alternatives analysis that evaluates various alignment options. At that time, the public will have additional opportunities to review and comment on those alignment options.

486-4

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.

486-5

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

99-1	Sound Transit Long-Range Plan Update - RECORD #99 DETAIL	
	Submission Date :	6/16/2014
	First Name :	S
	Last Name :	Skamser
	Submission Content :	<p>All of this seems to focus on the fairly recent high density building in Ballard, while ignoring the rest of the city. Just as the traffic times on Aurora focus on Ballard, Greenlake then Shoreline. That is a HUGE gap in area of coverage.</p> <p>Why?</p> <p>My sense is that Ballard is occupied by the same age group as the planners.</p> <p>S Skamser</p>

99-1

The high capacity corridors studied in the Long-Range Plan SEIS span the entire Sound Transit District, from Everett to Tacoma, and east to Issaquah. Please refer to Figures 2-7, 2-9, and 2-10 of the Final SEIS to see the location of the various corridors studied as part of the Long-Range Plan Update process. One of the primary objectives of Sound Transit is to develop a regional high capacity transit system that connects regional growth centers with high-capacity transit.

143-1

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

Sound Transit Long-Range Plan Update - RECORD #143 DETAIL
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Submission Date :	7/1/2014
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First Name :	Jim
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Last Name :	Smyth
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Submission Content :	I strongly support the Ballard to University District rail route (A3). This is a higher priority and more effective than a Ballard to Downtown route.
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The Wallingford Station needs to be moved east to 1st Av NE. The distance between stations, the topography and build-ability are better served with this location. Another station on Phinney Ridge would allow good N-S transit connections, serve Upper Fremont, the Zoo and west Wallingford.

The line should be designed with future expansion to a station between U Village and Children's hospital and one in West Ballard.

This a high density proven transit corridor and is underserved due a constricted road network. The time to downtown via a U District transfer is only a minute or so different from a direct to downtown route and the University is a major Ballard destination in its own right.

Jim Smyth

143-1

Sound Transit Long-Range Plan Update - RECORD #206 DETAIL
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Submission Date :	7/9/2014
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First Name :	Eric
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Last Name :	Soll
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Submission Content :	Hello
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206-1

There are not enough stations planned for the light rail link between Seattle and Lynnwood. There is simply too much distance between the 236th ST station in Mountlake Terrace and the Lynnwood station. A station located at 220th ST. Mountlake Terrace is needed. That area has a tremendous number of residents that can access the light rail, and there is a piece of property for sale that a station can be located adjacent to Interstate 5.

Eric Soll
Edmonds, WA

206-1

As part of the Lynnwood Link Extension project-level review process currently underway, a station at 220th Street is included as a potential station location along the preferred alternative alignment selected for further analysis by the Sound Transit Board in November 2013. A Final EIS on the preferred alternative will be complete in 2015. More information can be found on Sound Transit's website at <http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension>.

12-1

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 #12 DETAIL

Submission Date :	6/23/2014
First Name :	Ryan
Last Name :	Sparks
Submission Content :	Hey ST,

12-1

Just adding my voice to the many others that think option A3 from Ballard-UW/Brooklyn is by far the smartest investment possible, especially if a few additional stations are added per "A4" as seen on
<<http://seattletransitblog.com/2014/06/23/lets-build-the-ballard-spur/>>
<http://seattletransitblog.com/2014/06/23/lets-build-the-ballard-spur/>.

This is the highest density corridor without a mass transit plan, and the 44 is not even close to satisfactory.

Make it happen, guys!
Ryan Sparks

Sound Transit Long-Range Plan Update - RECORD #213 DETAIL
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Submission Date : 7/8/2014

First Name : Geof

Last Name : Starr

Submission Content : Regarding the recent Sound Transit planning study of the Ballard/UW/520 corridor. I am writing to state my enthusiastic support of the "Ballard Spur A4" and underscore the need to add east Ballard and Aurora stations to the posed in option A3.

I also agree that Sound Transit 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.

This is transit corridor of tremendous value that is woefully underserved. By my understanding, it is the highest value corridor in the state that still lacks rail planning. It is vital to our investment that the most important consideration is building the most effective Ballard/UW/520 line possible. This includes designing the line so that it can be extended both east and west in the future.

Geof Starr
Seattle WA

213-1

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

213-2

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.

Sound Transit Long-Range Plan Update - RECORD #112 DETAIL
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Submission Date :	6/14/2014
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First Name :	S.
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Last Name :	Stauffer
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Submission Content :	By looking at the maps I just realized that were we are just outside the ST boundaries -- in Sno County east of Bothell-Evt Hwy. We very much need bus service on:
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39th Ave NE - 228th to Hwy 534 (Maltby Rd)
Maltby Rd from top of hill to Bothell- Evt Hwy
35th Ave SE north from Maltby to Mill Creek
Thrasher's Corner to Lynnwood

Tons of new homes being built up here -- but we can't get anywhere via transit, lived here near Park Ridge Chapel area for almost 20 years, no bus anywhere in sight. I used to walk down the hill to get bus to work from Thrasher's Corner, but too far now.

Retired now.. but people need bus service out here. I guess this should go to Community Transit - but sure seems like a regional issue. A main cross state highway, 524, from North Bothell to Lynnwood to Edmonds - no bus!

S. Stauffer

112-1

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

Please see the response to common comment 11 - Providing HCT service to areas outside the current Sound Transit District boundary in Section 5.3.3 of Chapter 5 of this Final SEIS.

In addition, regional express bus service, Corridor W in the Current Plan Alternative between Mukilteo/I-5, Mill Creek and North Bothell was also studied in the Long-Range Plan Update SEIS.

Sound Transit Long-Range Plan Update - RECORD #438 DETAIL**Submission Date :** 7/28/2014**First Name :** Darin**Last Name :** Stavish**Submission Content :** To whom it may concern:

After a careful review of the Sound Transit Draft Supplemental Environmental Impact Statement of June 2014, I would like to submit the following comments and observations.

Generally speaking, the Executive Summary provides a clear and concise outline of the Draft Supplemental EIS (DEIS) and related contents within. And making the entire DEIS document including the appendices available in an accompanying disc is greatly appreciated by your stakeholders and planning partners.

I remain particularly interested in the "Selected Screenlines" analysis in Appendix K, especially the four depicted in the South Sound Region (i.e., 16, 17, 18, and 19) regarding daily ridership volumes in the Current Plan Alternative when compared to ST 2. It's not surprising to see rapid growth predicted in southeast Pierce County and, with it, the potential for regional transit services eventually extending as far south as Orting. While Chapter 4 shows current land uses mapped for Pierce County in 2010 in Figure 4-38, it would be useful to see land uses in 2040 as well. A "current versus future land uses" or side-by-side comparative analysis would help show the viability and need for expanded regional services in areas that may not exist today, especially due to low density suburban or rural land use patterns still prevalent in southeast Pierce County. It would also be beneficial for high growth and densification in Tacoma's urban core and northwest part of the county be mapped for 2040, based on population, household, and employment projections. As you may already know, the City of Tacoma currently has its own consultant analyzing potential future high capacity transit corridors, and it would be interesting to see if their projections for areas with the greatest potential transit ridership match yours.

By participating in Pierce County's recent Realize 2030 public outreach efforts, along with attending Sound Transit's recently concluded open houses on the DEIS, I continue to notice a marketing emphasis on projected population growth as a tool to foster a regional interest in fully integrated long-range transportation and transit planning efforts. In fact, your LRP Update's most recent announcement's headline ponders, "How will a million new neighbors change our region?" and shows a 60% increase in Tacoma's population alone by 2040. I also commend your long range planning efforts that target traffic congestion and environmental or quality of life degradation as the Puget Sound region continues to grow. We at Pierce Transit hope that as partnering agency, your initial planning efforts and eventual system-level plan conclusions regarding where to expand in Pierce County can guide us as we begin developing Destination 2040, our own Long Range Plan, looking to further coordinate and integrate our transit systems through 2040 and beyond as one of its primary objectives.

Darin L. Stavish, Principal Planner/Transit Development Department
Pierce Transit
3701 96th Street SW
Lakewood, WA 98499-4431
Direct 253.983.3329
Fax 253.581.8075
dstavish@piercetransit.org<mailto:dstavish@piercetransit.org>

[Black PT Logo]

438-1

Sound Transit acknowledges your comment concerning current and future land use. Future growth in this Final SEIS is discussed more in terms of the region's adopted growth and land use strategies. The primary basis for these strategies at the regional metropolitan level are PSRC's *VISION 2040* (PSRC 2009) and *Transportation 2040* (PSRC 2014). These plans present land use, growth management, and transportation policies that call for an effective regional transit system to link the regional urban growth and employment centers where much of the region's future growth will be focused. County and city comprehensive plan policies throughout the region reinforce the need for HCT investments to support new and continued population and employment growth, as well as to provide for vibrant urban communities that offer alternatives to travel via the automobile.

438-1

Submission # 548

Sound Transit Long-Range Plan Update - RECORD #548 DETAIL**Submission Date :** 7/24/2014**First Name :** Marcia**Last Name :** Stedman**Submission Content :** To Whom It May Concern:

As a long-time resident of the very northernmost portion of King County, it has long been apparent to me that any transit improvements do not apply to me or my neighbors. Our local bus service to the neighborhoods of Bothell was taken away years ago. I have to drive to a park-and-ride to catch a bus, because when I enter my address in the "Trip Planner" there are no routes that stop within ½ mile of my home.

I have been attending transit open houses since 1996, and my comments today are the same now as they were then:

"Your service map obviously doesn't apply to me. I see that I am one of those privileged few who will be able to continue using my car to drive around the region in comfort, instead of having to take the bus. Thank you for having a plan to remove all those other cars, leaving me more room for my own."

Your draft plans do nothing to bring better transit service to the potential riders in the Bothell/Woodinville sector of our region. Not now, and not even by 2023.

Sincerely,

Marcia Stedman
Bothell, WA

Sound Transit Long-Range Plan Update - RECORD #122 DETAIL**Submission Date :** 6/14/2014**First Name :** Angela**Last Name :** Steel**Submission Content :** Subject: Hi,

I want to express my extreme interest in Sound Transit investing in representative projects along the existing Central Link light rail line as part of their long range regional planning efforts.

Specifically, I would love to see an infill station at the Boeing Access Road site as contemplated in Chapter 2 Section 2.3.5 of the DEIS. I currently live in this area and it pains me to see the light rail train commute through the area and not be able to access the service. There is no commuter bus service within safe walking or biking distance. I currently either drive alone to downtown Seattle or drive south to the Tukwila Park and Ride.

This station would be well used by industry workers and residents in the area. As you know, this stretch of the light rail line does not have a stop between the Tukwila and Rainier Beach Stations, which has quite a large distance between these stops.

Thanks for giving me the opportunity to comment. Any improvements to adding safe transit options to this neighborhood of North Tukwila would be greatly appreciated.

Thanks,
Angela Steel
11540 40th Ave S
Tukwila, WA 98168

122-1

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 Boeing Access Road 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 identified.

272-1

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 #272 DETAIL

Submission Date : 7/18/2014

First Name : Andrew

Last Name : Stephenson

Submission Content : Dear Sound Transit,
 Congratulations on the continual increase of Link weekday ridership. I heard about the meeting at MOHAI museum in SLU on Tuesday, but due to family matters I was unable to attend. I wanted to voice my support for more light-rail (or subway if you may call it) around the Great Seattle metropolitan region. I also wanted to share my concern that rail must be 100% grade separated; I'm concerned the Overlake segment might be integrated with road traffic - this is unacceptable for a metropolis of or near 4 million people, and climbing. Rail is meant to take commuters of the road, by building Link next to, or down the median of roads, Sound Transit is not planning ahead.

At the long range plan hearing on Tuesday, I would have also voiced my support for another ST package as soon as possible, hopefully the next November ballot, to continue ST light rail expansion, such as the Ballard-UW-Eastside route that SeattleSubway.org is requesting, and potentially Issaquah, Woodinville, and West Seattle lines as well.

I currently live in Kenmore and I am ready to walk down Finn Hill to the underground Kenmore subway station bound for Northgate, Ballard and downtown Seattle. Best of luck on further subway construction!

Sincerely,

Andrew Stephenson,
 a frequent Sound Transit user

272-1

Long-Range Plan Draft Supplemental Environmental Impact Statement

Comment Form



Name: Peyton Stever
 Address: 1715 223rd PL NE
 City: Sammamish State: WA Zip Code: 98074
 Email address: peyton.stever@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 one thing that needs to be studied as an alternative to ~~the~~ 520 bridge crossing. A brand new rail ~~for~~ only (or Rail/Bike) crossing from Sand Point (near Magnuson park) to Downtown Kirkland, (SP1)

~~The~~ Seattle subway filed a public disclosure request of the 1998 transit study by WS DOT and found that it was marked for further evaluation.

A connection between ~~the~~ the U District and Downtown Kirkland would revolutionize travel between the East side and Seattle and deserves to be ~~studied~~ in the long range plan for additional study. Please Study SP1!

Other priorities

* Study Driverless rail technology
 * Only consider grade separated options

- keep doing high quality public input for new corridors

316-1

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

316-2

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

316-3

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

316-4

* Study BRT or a street car between Redmond Town center and Issaquah highlands via Sammamish

316-5

* Choose grade separated rail between Bellevue and Issaquah Highlands via Eastgate and Issaquah

Sound Transit Long-Range Plan Update:

Please submit your comments by July 28, 2014.
For more information: www.soundtransit.org/LongRangePlan

Thank you for your input!

To submit your comment:

- Leave in boxes at public meeting
- Fold this page, stamp and mail to address provided at right
- Email comment to:
LongRangePlan@soundtransit.org

You can also take our online survey at:
www.soundtransit.org/longrangeplan

PLACE
STAMP
HERE

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

316-4

In response to comments on the Draft SEIS, an Issaquah Highlands to Overlake via Sammamish and Redmond regional express bus/bus rapid transit corridor has been added to the Potential Plan Modifications Alternative and studied to the same level of detail as other corridors in the Final SEIS. Please see Figure 2-10 in the Final SEIS for the location of Corridor 31 – Issaquah Highlands to Overlake via Sammamish, Redmond.

316-5

The Current Plan Alternative Corridor C (see Figure 2-7 in the Final SEIS) includes a rail corridor between Bellevue, and Issaquah. The Potential Plan Modifications Alternative Corridor 18 (see Figure 2-9 in the Final SEIS) includes an extension of the rail corridor from Issaquah to the Issaquah Highlands.

Currently, Sound Transit light rail transit trains use a mix of guideways, including grade-separated and on-street surface operations in some locations. Sound Transit will determine the profile of transit facilities during project-level reviews based on criteria that consider (1) topography, (2) physical barriers, (3) available surface right-of-way, (4) operating needs, (5) development density, and (6) cost.

Sound Transit Long-Range Plan Update - RECORD #485 DETAIL**Submission Date :** 7/28/2014**First Name :** Peyton**Last Name :** Stever**Submission Content :** 1. Study Heavy Rail and Sky Train, transit should be great separated in any case so the current justification isn't valid.

2. Study driverless technology for new rail routes. Driverless lines have covered their operating cost in other areas.

3. Study the Sand Point Crossing – it could provide a better rail connection than SR 520 and the Trans Lake Study recommend it for from consideration as Sound Transit first thought.

5. Study more stations for Ballard to UW.

6. Study a better Eastside Corridor. As a coauthor of the Seattle Subway/Seattle Transit Blog post, I found Sound Transit's studies don't have enough stations, minimize interlining with East Link instead of taking advantage of current infrastructure, and study routing which misses out on the Eastside's urban centers.

7. Present a better option to the board for rail to West Seattle. Featuring the possibility of future expansion south.

Cell: (425)516-2390
@Dpmt**485-1**

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

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

485-2

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

485-3

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

485-4

For those corridors that are ultimately funded and implemented, more detailed project-level reviews will occur in the future including a more in-depth alternatives analysis that evaluates various alignment options and station locations. At that time, the public will have additional opportunities to review and comment on those alignment options.

485-5

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.

485-6

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.

Sound Transit Long-Range Plan Update - RECORD #501 DETAIL**Submission Date :** 7/25/2014**First Name :** Sue**Last Name :** Stewart

Submission Content : Sound Transit has notified our city council and the community at the recent open house of the plan to loop all eastside buses to the Mercer Island Sound Transit station and configure a turnaround. Several options were mentioned. This plan was not stipulated in the EIS. With hundreds of busses a day circulating through our community it will add to the water and air pollution levels at the north end of the island where our heaviest population lives. Years ago our air quality exceeded the EPA clean air standards because of I-90 traffic! This plan won't help.

This bus turnaround will also have the obvious gridlock potential on our city streets.

I urge Sound Transit to mitigate these significant impacts to our community by working with our city council members and the city of Bellevue's elected officials to keep our growing eastside traffic off I-90.

An idea:

With the recent decision to utilize the BNSF site in Bellevue for the Rail Yard it would seem this location could be a multi story structure that could also serve as the above grade roundabout for all eastside busses. They could feed into the 120th Avenue Station. It could also become a Park and Ride location. This would keep cars and busses on the eastside off both 405 and I-90's most heavily traveled and congested areas. The new Spring District on Bell-Red is yet to be built and accommodations there are more reasonable and creative designs would seem to be wide open. Please focus your energies there!

Losing the reversible lanes is a big enough loss for I-90...bringing all the eastside busses to the Island is just insane from my perspective.

The Seattle area has recently identified as the 25th most congested urban area in the world...and the 6th worst in the nation. Truly creative solutions are best made now.

Thank you for your attention.

Sincerely,
Sue Stewart
3205 84th Avenue SE
Mercer Island, WA 98040
(206) 232-7402(home)

501-1

The Long-Range Plan SEIS does not address project level issues such as the ones you discuss in your letter. Your comments have been forwarded to the team currently working to implement the East Link project. Please contact Blake Jones at Sound Transit (206.398.5470) if you would like to discuss your comments with the East Link team.

The plan that you refer to would integrate the bus routes along I-90 with the East Link light rail system creating a transit hub on Mercer Island that allows bus riders to transfer to the East Link light rail system and vice-versa. Inherent to this integration is that bus routes traveling on I-90 to and from the eastside communities would terminate at the Mercer Island Station and not continue west into downtown Seattle. Therefore the intent of the bus/light rail integration is to optimize and integrate the light rail and bus operations between Seattle and the communities east of Lake Washington. This proposal would only include buses that currently travel on I-90 and many of these already stop at the park and ride or would be eliminated or rerouted with the proposed plan. The end result is that fewer buses are planned to stop on Mercer Island with the proposal than currently stop on the Island.

Sound Transit Long-Range Plan Update - RECORD #163 DETAIL**Submission Date :** 7/1/2014**First Name :** Annelise**Last Name :** Stighall**Submission Content :** Hi, I am emailing to show my support and wishes for the graham street lightrail stop. Please please fund it !Thank you and best regards,
Annelise**163-1**

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 #100 DETAIL**Submission Date :** 6/16/2014**First Name :** Pete**Last Name :** Stobart**Submission Content :** Tried to find the Online survey as advertised in your recent USPS mailing, it does not exist and a site search did not find it either???

Sent from my iPad

100-1

We're sorry you had trouble accessing the survey. We received hundreds of responses to the survey during the comment period for the Draft SEIS and were not aware of any particular technical issues with the site. You can sign up for email updates on the Sound Transit website for the Long-Range Plan at <http://www.soundtransit.org/Projects-and-Plans/Long-range-Plan-update>.

Sound Transit Long-Range Plan Update - RECORD #409 DETAIL

Submission Date : 7/28/2014
First Name : Carl
Last Name : Stork
Submission Content : I would like to offer the following comments regarding Sound Transit's Long Range Plan:

- 409-1 | 1. Sound Transit should create a unified regional planning and fare process that operate similarly to the regional transit federations that are common in Germany, Switzerland and Scandinavia, and even in Paris, whereby there are universal fare media and fare structures across all transit modes and operators, which allows for eliminating redundancies and duplication, and for covering each given route with the transit mode which has the lowest marginal cost per rider, and which allows for a coordinated planning and interconnection process. Sound Transit should have a long-run goal of not running buses that duplicate rail, nor of offering multiple mode-dependent fares on the same routing.
- 409-2 | 2. Sound Transit should study electrification of the Seattle-Kent-Auburn-Tacoma-Lakewood rail corridor with sufficient track capacity to allow for all-day bi-directional service and in-fill stations as warranted.
- 409-3 | 3. Sound Transit should continue to use industry-standard non-proprietary technology for light rail as at present, because that gives the greatest choice of suppliers and the greatest flexibility in terms of interoperability and interlining of routes, and enables the potential for at grade operation for lower capital costs while also allowing elevated and tunneled service. Sound Transit should avoid proprietary and incompatible technology
- 409-4 | 4. Sound Transit should study extending the light rail network across the SR-520 bridge as well as toward Issaquah. And avoid wasting money studying another bridge across Lake Washington.
5. Sound Transit should study in-fill stations on both Light Rail and Sounder, and should support development of the Seattle streetcar network.
6. ST should avoid funding road projects which have little or no transit value, and should take a stronger stance with WS-DOT to ensure that road projects far better serve transit needs than current projects do. Examples – the SR-520 HOV/transit project – WS-DOT not meeting its commitment to center HOV lanes on SR-520 east of I-405; should have had a full HOV interchange at 108th Ave NE to permit Redmond buses to make a stop; absence of freeway flyer stations at Montlake.
- Carl Stork

409-1

Sound Transit is part of the One Regional Card for All (ORCA) system. Sound Transit regularly reviews its technology programs, and the agency may consider different fare payment technologies for future implementation.

409-2

However, the Final SEIS has been revised to clarify that alternative technologies could be considered for off-spine service but consideration should be given to whether the technology would provide cost-effectiveness, flexibility, and reliability to meet future needs. (The "spine" of the Link system extends north-south from Everett to Tacoma, and east-west from Redmond to Seattle.)

409-3

As part of the Current Plan Alternative, the Long-Range Plan Update SEIS evaluates a potential high capacity transit corridor across the SR 520 bridge from the University of Washington to Redmond (corridor K). The Current Plan Alternative also includes a potential rail extension from Bellevue to Issaquah (corridor C). Please see Figure 2-7 of the Final SEIS for a map showing the general locations of these corridors.

409-4

Several potential infill stations are included in Appendix A of the SEIS as representative projects for the Current Plan Alternative. These include Boeing Access Road (Link and Sounder), S. Graham Street (Link), Shoreline/Richmond Beach (Sounder), Ballard (Sounder), Interbay (Sounder), and Broad Street (Sounder).

Streetcars included in the City of Seattle's Master Plan were evaluated in the SEIS under the Potential Plan Modifications Alternative. Please see Section 2.4.5 of the Final SEIS for a discussion of streetcars and Figure 2-11 for a map showing the location of potential streetcar corridors.

185-1

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 #185 DETAIL
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Submission Date : 7/7/2014

First Name : Ian

Last Name : Strader

Submission Content : Good morning,

185-1

I support building a tunneled system of fast, automated trains in Seattle that uses the technology used in Vancouver's Sky Train system. We should fully leverage our existing investments in light rail by having the new lines connect underground through stacked or parallel boxes with direct pedestrian walkways between lines.

The long-term goal should be a grid of stations with 1000 meter spacing both north/south and east/west between stations within Seattle city limits.

Bus rapid transit should be used outside Seattle city limits.

Thank you,
Ian Strader

8243 4th Ave NE
Seattle, WA 98115

235-1

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 #235 DETAIL

Submission Date : 7/16/2014

First Name : Ian

Last Name : Strader

Submission Content : Hello,

Ballard is currently at 196% of their "target" growth for 2024, or 397% of their target if you factor in permits already issued yet the Long Range Plan assumes that Ballard will be at 100% of the growth target at 2035. We have already passed that!

Seattle has been the fastest growing city in the U.S. since 2012, you need to account for our accelerating growth.

Please:

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.

Thank you,

Ian Strader

8243 4th AVE NE

Seattle, WA, 98115

235-1

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: Tan Strader
 Address: 8243 4th Ave NE
 City: Seattle State: WA Zip Code: 98115
 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 support fully automated, grade separated (underground) connections between Seattle's major employment and population centers. Of the current options under study, I favor the corridors F and G between downtown and Ballard and the U District and Ballard.
 Most of all, I support stop spacing of no more than 1 KM for fully grade separated transit within the Seattle urban core.

334-1

Comment acknowledged. This SEIS is a plan-level, rather than project level EIS. Therefore alternatives are defined broadly. More detailed project-specific analysis would occur in the future for those projects that are implemented as part of a future system plan. This future analysis would include identification of stations, and spacing between stations. A number of factors are involved in determining station spacing, including population and employment density forecasts.

Sound Transit Long-Range Plan Update - RECORD #413 DETAIL**Submission Date :** 7/26/2014**First Name :** Ian**Last Name :** Strader**Submission Content :** To whom it may concern,

- 413-1 |
- 413-2 |
- 413-3 |
- 413-4 |
- 413-5 |
1. Review and update the population model being used in the studies. The PSRC numbers are clearly inaccurate in their 2035 projections.
 2. Study the highest quality option for Ballard to UW and then on to University Village and Children's: Seattle Subway's "A4" with 1km stop spacing.
 4. Study a better Eastside corridor.
 5. Present an option to the board for West Seattle that is easier to include in ST3.
 6. Study alternative rail options such as sky train and heavy rail and study driverless rail technology.
- Thanks,
Ian Strader

413-1

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.

413-2

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

The UW to Sand Point to Kirkland to Redmond corridor is included in the Final SEIS Potential Plan Modifications Alternative as Corridor 14.

413-3

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

413-4

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.

413-5

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.

267-1

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 #267 DETAIL

Submission Date : 7/10/2014

First Name : Jim

Last Name : Strother

Submission Content : Light rail Sand Point crossing

267-1

Please add my voice to those calling for a more in-depth study about the feasibility of the Seattle Subway proposal for this crossing. A world-class system needs to effectively connect the region and any crossing on 520 is highly inefficient.

Thank you.
-Jim Strother

Sound Transit Long-Range Plan Update - RECORD #102 DETAIL**Submission Date :** 6/16/2014**First Name :** Linda**Last Name :** Taylor**Submission Content :** Dear ST,

I've been paying into this system for decades and I have yet to be able to use it.

I'd love to be able to use public transit: to go to town (Tacoma), to go to Kent at the Commons, to go to Seattle.

There are no buses where I live and there is no way to walk to find a bus.

There is no access to buses or trains or the toy train (light rail) unless I take a 20 - 30 min car ride, pay to park - for only 2 hours mind you - and pay to ride. Where is the savings in that?

If I took a bus to Seattle, it would be a 4 hour trip one way. If I took the train to Seattle, I'd be stuck until end of the work day after starting out early in the day. Now that I'm getting disabled, I can't stay in Seattle for 8 hours but I can't get home because there is no way to get from where a bus would drop me off, to Fife Heights, where I live.

Why on earth doesn't the ORCA card pay for any public transportation, in the Puget Sound Region? It's so complicated to pay that it's yet another barrier. Oh wait... I am just reading the Pierce CO. transit page and they say now we can use the ORCA card for everything. Really? I heard it doesn't work. How do you get it to deduct the Senior fares and not standard? Why do I have to pay \$5 to get the card?

When I was a kid, in Portland, I went everywhere by bus; took my little brother with me often. We could ride anywhere in a short amount of time, not wait for transfers too long and get a ride home when we were ready. My best childhood friend can still do this. Are we dumber than people in Portland?

You've paid yourselves more money than you've spent on transit. Finish the job and fire yourselves.

I want to see buses everywhere, at 20 min intervals, going everywhere with good connections.

DUMP light rail. DUMP heavy rail. A waste of money for passenger load and ability to move people where they need to be. The tracks are too crowded now and when there is an investigation, it ties up all traffic. And how odd the choice that you can't ride the train to Seattle for sporting events. (The site reads, "some selected games." There's public transit for you!)

I want transit in place before I am no longer able to drive. Transit currently goes to the oddest places that serves no good. WHY on earth does light rail to go Tukwila? What a waste! Why not Ballard, U Dist, Federal Way transit center, DIRECTLY to the airport... I could go on and on.

My great-grandfather's generation was so happy to dump rail and trolley cars for the flexibility of bus lines. He loved that buses could cover more area, less cost. He and my great-grandmother didn't have to walk 2 miles from the trolley to home. The bus went two blocks over. Portland created the best bus system in the NW. Again, I have to ask: are we dumber than the people of Portland? Dumber than my elementary-educated great-grandparents?)

And now transit is cutting service? (Yeah, I know - that's King and Pierce CO but you are all in bed together.) There is plenty of money to expand bus service once you drop high salaries, drop rail lines. No one in ST board should be paid more than 50% of the region-wide average wage. This is a part time job at best if you know how to do your job. In fact, you should be

102-1

For more information, please visit the home page of the ORCA Card at <https://www.orcacard.com>

ORCA card may be used to pay fares on all Sound Transit services. You may also use the ORCA card on Community Transit, Everett Transit, King County Metro Transit, Kitsap Transit, Pierce Transit and Washington State Ferries. Reduced fare passes are available from Sound Transit for those 65 years of age or older.

102-2

The Federal Way Link Extension project is currently undergoing project-level reviews with service to Kent/Des Moines anticipated in 2023. The extension of Link light rail to the University of Washington is currently underway and has a target opening date of 2016. As part of the Long-Range Plan Update SEIS process, numerous other light rail corridors are evaluated including light rail service to Ballard, West Seattle, the East side along I-405, and Issaquah. Please see Chapter 2 of the Final SEIS for the locations and descriptions of these corridors.

102-3

Trip planning information is available on Sound Transit's website at <http://www.soundtransit.org/Trip-Planner>. Local transit agencies within the Sound Transit district provide similar trip planning services.

done now with your job by now.

I hate to even say this - to say spend more time and get more pay but...WORK THIS OUT!!!!!!!

How hard is this?

Now, maybe I am miss-informed. So.... here's your challenge: get me to the Pike PL Market from Fife Heights (unincorporated Pierce CO) in about an hour and home again at MY convenience, I'd say you have won this argument. I'm willing to see a half an hour between buses home, from Seattle. If you could get me to Kent, wow! How about downtown Tacoma from Fife Heights. That would be something, in this day an age of jet travel to 3rd world countries, the Hubble telescope, rovers on Mars, Voyager leaving the solar system, high speed rail all over Europe. What do you think? Can you join these Rocket Scientists and create a working, profitable, valuable, universal, high-density transit system this summer? I could.

Linda Taylor
<<mailto:linda@paynespencer.com>> linda@paynespencer.com
253.922.5725

PS: I'd love to include Pierce and King Transit in this email but there is no address published that I can use. Just another case of the inability of this group of people to work together. Sort of like the Federal spy agencies... even if they are supposed to be under one umbrella agency. So please pass along my comments when you meet up.

102-3

Long-Range Plan Draft Supplemental Environmental Impact Statement Comment Form



Name: Patty Taylor
 Address: 514 N. 11th St. #5
 City: Tacoma State: WA Zip Code: 98403
 Email address: MCRAETAYLOR@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):

HAVEN'T READ THE DRAFT SEIS but would like to encourage the light rail to run between Tacoma - Seattle ASAP. It's incredible to me that the sounder train ONLY runs during commute hrs so the bus svc during the day Tacoma - Seattle is packed!

I do appreciate everyone's efforts in trying to make long term intelligent decisions.

Thank you.

P Taylor

321-1

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

The SEIS includes additional rail service between Tacoma and Seattle as corridor A Tacoma to Federal Way (and on to Seattle).

Sound Transit Long-Range Plan Update - RECORD #265 DETAIL**Submission Date :** 7/10/2014**First Name :** Dale**Last Name :** Terasaki**Submission Content :** 1. I am writing in support of the "SP1" Lake Washington crossing mentioned by the activist group "Seattle Subway" on Seattle Transit Blog on July 8, 2014.<http://seattletransitblog.com/2014/07/08/uw-to-redmond-via-kirkland-options-lets-build-a-sand-point-crossing-option-sp1/>

2. I would also like to see another addition to the long range plan: a splitting/extension of the First Hill Streetcar on Rainier Ave S to I-90, in order to connect East Link riders to First Hill.

3. Finally, including the Tacoma streetcar extension along 6th Ave toward the University of Puget Sound and Tacoma Community College would be a great addition.

Dale Terasaki

265-1

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

265-2

Sound Transit acknowledges your comment. The East Link light rail alignment will connect to the International District Station and Capitol Hill Station, and from there East Link riders will be able to easily connect to the First Hill Streetcar. Connecting the First Hill Streetcar to the East Link Rainier Station would duplicate service.

265-3

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.

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.

Sound Transit Long-Range Plan Update - RECORD #533 DETAIL**Submission Date :** 7/24/2014**First Name :** Christopher**Last Name :** Tezak**Submission Content :** Hello,

I wanted to add a few additional comments to my survey response regarding the ST Long Range Plan.

- 533-1
- * Study a better option for Ballard to UW.
 - * A3 is the best option presented, but ST should add stations at East Ballard (8th and Market) and Aurora and move the Wallingford station east (~Meridian).
 - * 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.
 - * 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.
- 533-2
- * Design the Ballard to UW line so that it can be extended both east and west in the future, such as an extension to U Village, Children's hospital and across Lake Washington over a Sand Point Crossing.
- 533-3
- * Study a 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 should complete an analysis on possible crossings 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.?
- 533-4
- * Study driverless subway technology to control costs and increase flexibility in operations.

Thanks for your consideration

--
Chris Tezak
(206)-947-5019

533-1

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

533-2

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.

533-3

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

533-4

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 #561 DETAIL
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Submission Date :	7/24/2014
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First Name :	Michele
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Last Name :	Thornquist
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Submission Content :	<p>Hello--</p> <p>I am a resident of NW Seattle. Just south if Carkeek park. Three times I voted for the monorail. I was willing to walk to 85th and 15th to be able to take fast, reliable mass transit downtown. I would still do that. I have travelled to Berlin, Paris, and London and used their subway/train systems extensively. They are wonderful, efficient, reliable, and convenient. The only way to solve our traffic issues is to get more people off the roadways. I will never commute by bike. I am a 50 year old woman who does not want to arrive at work sweaty and with messy hair. Please consider the long term needs of our region. Please be innovative. It will never be "affordable" or cheap to do it the right way.</p> <p>Ballard in particular has become ridiculously crowded and is only going to get worse. How are all those condo dwellers going to get to work? Bus? The so called Rapid Ride (which I tried for a Sounders game--I could have walked and got there faster) is not answer--</p> <p>We need high capacity, grade separated, fast and frequent trains-- above and below ground. As does the entire region. Seattle is only going to get more and more crowded.</p> <p>Thank you,</p> <p>Michele Thornquist North Ballard</p> <p>Sent from Michele Thornquist's iPhone</p>
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561-1

The Downtown Seattle to Ballard and Ballard to UW light rail corridors are included in the Current Plan Alternative as potential rail extension corridors F and G, respectively. Please refer to section 2.3 of the Final SEIS for more information regarding these light rail corridors.

561-1

Sound Transit Long-Range Plan Update - RECORD #82 DETAIL

Submission Date :	6/18/2014
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First Name :	Jerry
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Last Name :	Thornton
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Submission Content :	As frequent consumers since the Westlake/ SeaTac Light Rail began service, we have recognized two major factors negatively impacting ridership & revenue:
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82-1	#1- Parking- it is virtually impossible to find any time other than before/after the normal working /commuting window 6a-7p. Perfect examples of a "vast project w/ half-vast planning" & "buying a cow, failing to feed it & wondering whyinell she produces no milk!"
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	How in the world does the agency expect to attract riders, if convenient parking is not provided?
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82-2	#2- no accurate means of insuring that fares are collected from riders. Agency's apparent dependence on the truthworthiness of riders & very, very, very random checking by staff v. turnstiles-which are far less costly than the hired staff frequently seen wandering around the stations & very infrequently on the trains- does not work!
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	Casual observations indicate that @ least one quarter to one third of all riders neither purchase a ticket nor scan Orca cards prior to & following.
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	The result are that ridership statistics are not accurate & significant potential revenue generation is lost.
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	Jerry B. Thornton, Sr.
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82-1

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.

82-2

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

Submission # 120

Sound Transit Long-Range Plan Update - RECORD #120 DETAIL**Submission Date :** 6/14/2014**First Name :** David Joel**Last Name :** Thornton

Submission Content : The ability to MOVE is important to individuals and the business they work for. Individuals are concerned about their families and how they provide for them (Jobs). If individuals have to spend large portions of their days commuting then they are less inclined to go to work for the companies very far from the residences. If the Seattle area wants to continue to grow then transportation is one of the key parts of the INFRASTRUCTURE that prospective and current residents will look at when they relocate. The planning authorities, City, County, State and Federal should look at how they can make the biggest impact to the largest number of people in the shortest time over the longest time, the projects don't have to be gold plated, they need to be functional and robust enough to last for years.

What we don't need is poor planning and communication! As an example, I am still a supporter of the HWY 99 tunnel project in Seattle, but with impending cost overruns for whatever reason, I am less inclined to support large infrastructure improvements, primarily because I believe there was poor planning and communication on the project implementation that is causing extra dollars to be spent that could be spent elsewhere.

Thank You
David Thornton

47-1

Extension of the light rail system to Tacoma is included in the Current Plan Alternative as potential rail extension corridor A.

Sound Transit Long-Range Plan Update - RECORD #47 DETAIL

Submission Date : 6/24/2014

First Name : Ruth

Last Name : Tiger

Submission Content : Living in Tacoma and travelling often to Seattle and the airport, I think it is vital that we make light rail travel from Tacoma a priority. The freeway has become packed any day of the week and we desperately need an alternative way to go north. Please include Tacoma in your future plans!

Ruth Tiger

47-1

Sound Transit Long-Range Plan Update - RECORD #139 DETAIL
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Submission Date :	6/20/2014
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First Name :	Whitney
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Last Name :	Tjerandsen
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Submission Content :	<p>Do you notice, on the big blue card we just got, that there is a lot potentially going on for the people who MIGHT be moving to Seattle? Everett is considered, etc. There is nothing that goes to the west and we are going to have over 100,000 people in the next few months, with all the huge apartments going in, and those apartments are almost complete. We can't get out of our cars because the bus service is sparse, to say the least. Maybe your map doesn't go as far west as W. Seattle. I encourage you to get a new map that includes one-sixth of the city of Seattle. West Seattle is here and growing NOW, not in 9 years. Sincerely, Whitney Tjerandsen</p>
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139-1

139-1

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>

Sound Transit Long-Range Plan Update - RECORD #4 DETAIL**Submission Date :** 6/19/2014**First Name :** Elliot**Last Name :** Toler-Scott

Submission Content : Please, oh please don't forget West Seattle as you plan future light rail expansion. We are essentially on an Island out here, and with dramatic growth -especially new apartment/condo construction, we need better, (greener) and more transit options. Thank you for the chance to express this!

4-1

4-1

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 # 79

Sound Transit Long-Range Plan Update - RECORD #79 DETAIL**Submission Date :** 6/17/2014**First Name :** Johnny**Last Name :** Townsend

Submission Content : Mass transit and public transportation are essential to a society that HAS to cut back on fossil fuels. But the only way you are going to be able to fund this is by taxing the "rich." Voters in King County just voted AGAINST an extremely regressive tax to fund Metro. We NEED taxes, but they can't be laid on the backs of those just getting by. I drove for 20 years and 15 years ago deliberately gave up my car in favor of public transportation. I support it wholeheartedly, but you must pay for the costs by taxing those at the top, not those at the bottom.
Johnny Townsend

Sound Transit Long-Range Plan Update - RECORD #145 DETAIL**Submission Date :** 7/1/2014**First Name :** Mary**Last Name :** Travers

Submission Content : Is there not a plan to open a few more stations between stations? They are very far apart from each other. We thought Graham was on the board as a potential station. If it is not, it must be. What good is light rail if we can't get to it, except by adding 40 minutes to the trip?

Please open a station at Graham. It's hard to support a light rail that ignores its riders.

Thanks, Mary Travers
98118

145-1

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 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.

537-1

As discussed in Section 2.4.1 and 2.4.4 of the SEIS, the Potential Plan Modifications Alternative includes several corridors that would connect West Seattle to Downtown. In the Final SEIS, Corridors 2, 23, and 25 would provide light rail or other high-capacity transit service between West Seattle and downtown. Two of these corridors were also included in the Draft SEIS, numbered as Corridors 2 and 19.

Sound Transit Long-Range Plan Update - RECORD #537 DETAIL
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Submission Date :	7/24/2014
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First Name :	Jim
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Last Name :	Tsen
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Submission Content :	<p>Please please please include a West Seattle to Downtown corridor as part of your Long Range Plan. It is glaringly omitted and one of the biggest needs. If it costs half a billion dollars to build a light rail attachment to the W Sea bridge, so be it! I'd like to see some parity on the transit funding for the south and southwest side.</p>
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Thank you!
 Jim

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Sound Transit Long-Range Plan Update - RECORD #198 DETAIL
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Submission Date :	7/9/2014
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First Name :	Debra
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Last Name :	Twersky
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Submission Content :	<p>1. I want Sound Transit to study the Sand Point Crossing (Option "SP1") before that option is shelved and it's too late!</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>
-----------------------------	--

Deb Twersky
91 111th Avenue NE
Kirkland, WA
98033

198-1

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

198-2

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