



Regional Transit Long-Range Plan Update

Scoping Summary Report

February 2014



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Attachment

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| Verbatim Comments Received (CD insert in back cover) |
|--|

Acronyms and Abbreviations

| | |
|---------|---|
| BAT | business access and transit |
| BNSF | Burlington Northern-Santa Fe |
| BRT | bus rapid transit |
| Ecology | Washington State Department of Ecology |
| EIS | environmental impact statement |
| ERC | Eastside Rail Corridor |
| FTA | Federal Transit Administration |
| HCT | high-capacity transit |
| HOV | high-occupancy vehicle |
| I-5 | Interstate 5 |
| LRP | Long-Range Plan |
| LRT | light rail transit |
| PSRC | Puget Sound Regional Council |
| RTA | Regional Transit Authority |
| SEIS | supplemental environmental impact statement |
| SEPA | State Environmental Policy Act |
| SR | State Route |
| ST | Sound Transit |
| ST2 | Sound Transit 2 |
| TOD | transit-oriented development |
| UW | University of Washington |
| WSDOT | Washington State Department of Transportation |

1 Introduction

Sound Transit is considering updating the 2005 Regional Transit Long-Range Plan. An updated plan will guide the Agency's future efforts to provide additional high-capacity transit (HCT) facilities and services within Sound Transit's regional transit district of urbanized Snohomish, King, and Pierce Counties.

Sound Transit's Long-Range Plan was originally developed in 1996 (*The Regional Transit Long-Range Vision, As Adopted May 31, 1996*) and last updated in 2005 (*Regional Transit Long-Range Plan Adopted July 7, 2005*). Sound Transit is preparing a Supplemental Environmental Impact Statement (SEIS) to inform the new Long-Range Plan update. The SEIS is being prepared in accordance with Washington's State Environmental Policy Act (SEPA), which requires environmental review at the plan level when a government agency is preparing to adopt or amend a plan such as the Long-Range Plan.

In October 2013, Sound Transit issued a SEPA Determination of Significance and a Scoping Notice initiating a 30-day public comment period from October 25 to November 25, 2013.

2 Purpose of Report

This report describes how Sound Transit conducted public involvement and outreach activities to support scoping and provides a summary of comments received from local jurisdictions, public agencies, tribes, stakeholder organizations, and the general public through the close of the scoping comment period. Sound Transit will consider this information to identify potential improvements and environmental issues for study in the Long-Range Plan Update SEIS.

This report is organized into the following sections:

- Long-Range Plan Update Process
- Scoping Process Description
- Summary of Comments
 - Comments from jurisdictions, agencies, and tribes
 - Comments from stakeholder organizations
 - Comments from the general public
- Next Steps

3 Long-Range Plan Update Process

The Long-Range Plan represents Sound Transit's goals, policies, and strategies to guide the long-term development of the HCT system. It is based on years of intensive planning, environmental analysis, and public outreach. It is intended to guide how the Sound Transit system can best address the region's mobility needs and support growth management objectives. The Long-Range Plan will be implemented in a series of phases and will be updated over time.

Following completion of an environmental impact statement (EIS) in 1993, the Long-Range Plan (Regional Transit Long-Range Vision) was originally adopted in 1996. Also in 1996, Sound Transit adopted *Sound Move*—Sound Transit's initial phase of regional HCT investments. Where the Long-Range Plan is fiscally unconstrained and represents a broad regional framework for long-term investments, *Sound Move* represents a more detailed set of projects that were approved for funding by voters. Most *Sound Move*

projects and services have been implemented and are successfully addressing many regional mobility needs.

After completing an SEIS in 2005, the Board adopted an updated Long-Range Plan and directed staff to develop priorities for the next phase of investments in Sound Transit's HCT system, known as Sound Transit (ST2). ST2 was approved by voters in 2008 and financed expansion of the light rail, commuter rail, and regional express bus facilities and services.

On November 29, 2012, the Sound Transit Board of Directors directed staff to begin planning for the next set of investments in Sound Transit's HCT system. The first step in this process is to supplement the environmental review in accordance with SEPA and update the agency's Regional Transit Long-Range Plan.

The process to update the Long-Range Plan will take a renewed look at the region's needs taking into account the projected regional population, employment, and transportation growth. This will be done in coordination with the growth management strategies established in regional land use, transportation, and economic development plans. Upon completion of the environmental review process, the Board will decide what revisions to the Long-Range Plan should be made, if any, potentially resulting in adoption of an updated Long-Range Plan.

4 Scoping Process Description

As part of the Long-Range Plan Update, Sound Transit will prepare an SEIS. The first step in this plan-level environmental review process is called scoping. Scoping helps Sound Transit determine which improvements and environmental issues will be studied in the SEIS. The formal Scoping Notice was issued by Sound Transit in accordance with SEPA requirements on October 18, 2013.

Between October 25 and November 25, 2013, this important process:

- Gave the general public, local jurisdictions, public agencies, tribes, and other stakeholder organizations a chance to learn more about the Long-Range Plan Update and provide comments
- Helped Sound Transit identify a range of HCT improvements to consider in the SEIS and which environmental topics to address when evaluating those improvements

Outreach during the scoping process included the following:

- Federal, state, and local agencies, local jurisdictions, and tribes
- Individual residents and businesses across the Sound Transit District
- Commuters and transit riders, particularly of Sound Transit services
- Public officials and regional leaders
- Interested organizations, including transit, environmental, bicycle, pedestrian, and land use groups
- Business interest groups, such as local chamber of commerce organizations
- Environmental justice organizations, including low-income, social service, minority, and ethnic groups

Two basic alternatives were presented for further comment and development as part of the scoping process—the No-Action and the Action alternatives. In accordance with SEPA requirements for these types of projects, the No-Action Alternative consists of no change from current management direction. The No-Action Alternative is defined as Sound Transit's 2005 Long-Range Plan plus subsequent Sound Transit Board actions implementing the Sound Transit 2 (ST2) program. The No-Action Alternative will

be referred to in the SEIS as the “Current Plan Alternative.” It will serve as a basis for comparison of benefits and impacts of the Action Alternative, which consists of potential modifications to the current Long-Range Plan as identified primarily through scoping. The Action Alternative will be referred to as “Potential Plan Modifications Alternative” in the SEIS. The Sound Transit Board will consider the various plan modifications - including those modifications suggested by jurisdictions, agencies, tribes, stakeholder organizations, and the public - as they go through the process of updating the Long-Range Plan.

Within the Potential Plan Modifications Alternative, a number of potential options exist for revising the existing Long-Range Plan. As noted in the Scoping Notice, these include new or modified HCT corridors, specification of the transit technology in HCT corridors (light rail, commuter rail, bus rapid transit, or regional express bus), annexation of new areas to the Sound Transit District (or extending services beyond the District’s boundaries), enhanced multimodal system access (such as park-and-ride lots and bicycle/pedestrian access), and new policies or programs. Input on these options was solicited as part of the scoping process.

The Scoping Notice also identified the environmental issues for potential discussion in the SEIS:

- Transportation
- Air quality/greenhouse gases
- Ecosystems
- Water resources
- Geology and soils
- Noise and vibration
- Visual effects
- Land use
- Energy
- Hazardous materials
- Public services and utilities
- Environmental justice
- Cultural, historic, and archeological resources
- Parks
- Construction impacts
- Cumulative impacts

4.1 Public notices

Information about the project and the scoping process was broadcast across the region using a variety of methods aimed at reaching a diverse cross section of the community, including low-income and minority groups. To advertise information about the project, including the scoping comment period and public scoping meetings, Sound Transit:

- Issued the formal Scoping Notice on October 18, 2013, that was subsequently published in the SEPA Register on October 25.
- Provided copies of the Scoping Notice to the Olympia bureaus of the Associated Press and United Press International.

- Provided legal notices in three major local newspapers in Snohomish, King, and Pierce Counties—The Seattle Times, The News Tribune, and The Herald.
- Published a press release (October 25, 2013) on the project website that formally announced the Long-Range Plan environmental process, including the scoping period and ways to comment.
- Distributed a direct mailer to all registered voters within the Sound Transit District boundary, reaching approximately 938,100 single-family homes, apartments, and businesses.
- Sent a project-specific email update to a project list of over 17,000 existing Sound Transit contacts on October 28 and a list of over 16,000 existing Sound Transit contacts on November 21—contacts who have expressed interest in Sound Transit news and capital projects. All the project-specific updates included information translated into Spanish, Chinese, Russian, Vietnamese, and Korean to ensure members of the public who spoke one of these languages had opportunity to receive the information.
- Included information on the Long-Range Plan public scoping period in the CEO Report on November 8, 2013, which was available on Sound Transit’s website in the “CEO Corner” www.soundtransit.org/About-Sound-Transit/CEO-Corner.
- Sent approximately 350 letters and the Scoping Notice to all jurisdictions within the Sound Transit District; federal, state, regional, and local agencies; tribes; and other stakeholders.
- Posted information and a survey on the Sound Transit website: www.soundtransit.org/longrangeplan.
- Distributed over 900 event posters across the region, including community centers, social service agencies, businesses, and utility poles beginning 10 days before the public meetings. Posters were also translated into Spanish, Korean, Russian, Vietnamese, and Chinese as part of the environmental justice outreach. The locations where posters were distributed as well as example translated posters are shown in Appendix A of this report.
- Posted display ads publicizing the six public meetings and encouraging readers to take the online survey in 14 local daily, weekly, or monthly print publications between October 28 and November 17. Between the same period, 21 newspapers displayed online advertisements linking to the project website either continuously or based on number of views. Some ads were regionally targeted focusing on the public meeting in that subarea. Environmental justice populations were reached through translated ads (Spanish, Russian, Vietnamese, Korean, and Chinese) in print and online formats in 8 publications. Table 4-1 lists the print and online publications where display ads were placed as well as the dates the ads were run.
- Posted display advertisements in local online platforms—the Seattle Transit Blog and the West Seattle Blog. Two weeks prior to the first meeting engagement was made with entities that house community calendars.

Table 4-1. Online and print display advertisements

| Newspaper | Type | Run Date(s) |
|--|--------|-------------------------------------|
| The Seattle Post-Intelligencer | Online | October 28–November 17 |
| The Tacoma News Tribune | Online | October 28–November 17 |
| The Tacoma News Tribune | Print | November 1, November 6, November 14 |
| The Seattle Times | Online | November 1–November 17 |
| The Seattle Times | Print | November 6, November 8, November 11 |
| Seattle Transit Blog | Online | October 28–November 15 |
| HearIdNet.com | Online | November 1–November 16 |
| The Daily Herald (Everett) | Print | November 7, November 15 |
| Kent Reporter | Online | November 1–November 14 |
| Bellevue Reporter | Online | November 1–November 14 |
| Kirkland Reporter | Online | November 1–November 14 |
| Issaquah Reporter | Online | November 1–November 14 |
| Redmond Reporter | Online | November 1–November 14 |
| Auburn Reporter | Online | November 1–November 14 |
| Renton Reporter | Online | November 1–November 14 |
| Federal Way Mirror | Online | November 1–November 14 |
| The Highline Times | Online | October 28–November 15 |
| Bellevue Business Journal | Online | October 28–November 15 |
| West Seattle Blog | Online | October 28–November 15 |
| King5.com | Online | November 11–November 19 |
| Bothell-Kenmore Reporter | Online | November 6–November 12 |
| Mercer Island Reporter | Online | November 6–November 19 |
| Crosscut.com | Online | November 4–November 18 |
| The Seattle Medium | Online | October 30, November 6, November 14 |
| Tacoma Weekly | Print | November 1, November 8 |
| Herald Business Journal (Snohomish County) | Print | November 7 |
| The Stranger | Print | October 30, November 6 |
| Northwest Asian Weekly ¹ | Print | October 31, November 7 |
| La Raza ¹ | Print | November 1, November 8 |
| International Examiner ¹ | Print | November 6 |
| Korea Daily ¹ | Print | November 5, November 13 |
| The Seattle Chinese Times ¹ | Print | October 31, November 7 |
| The Seattle Chinese Post ¹ | Print | October 31, November 7 |
| Northwest Vietnamese Weekly ¹ | Print | November 1, November 8 |
| La Raza (nuestronoroeste.com) ¹ | Online | October 30–November 13 |

¹ Environmental justice audience-targeted publication

4.2 Public scoping meetings

Between November 12 and November 19, 2013, Sound Transit held a series of evening public scoping meetings in each of the five subareas that were advertised for 5:30–8:00 p.m. The locations of these scoping meetings are shown in Table 4-2. Over 260 Puget Sound residents attended these meetings in Seattle, Federal Way, Redmond, Tacoma, and Everett.

Table 4-2. Date and location of scoping meetings

| Date | Location |
|------------|---|
| 11/12/2013 | Seattle: Seattle University, Campion Ballroom |
| 11/13/2013 | Federal Way: Federal Way Community Center |
| 11/14/2013 | Redmond: Marriott Hotel |
| 11/18/2013 | Tacoma: Tacoma Convention Center |
| 11/19/2013 | Everett: Eisenhower Middle School |
| 11/21/2013 | Seattle: Sound Transit/Union Station |

For each public scoping meeting, the following format and agenda were used:

- Guests arrived and signed in at a welcome station.
- Guests toured the open house where Sound Transit staff answered one-on-one questions and engaged in discussions with members of the public. The following five displays were set up around the room as part of the open house:
 - **Station 1: “Welcome”**—At this station, guests signed in, were provided a brief orientation, and were offered a Long-Range Plan Update 11x17 folio handout.
 - **Station 2: “Puget Sound is growing”**—At this station, guests were provided with a generalized overview of Puget Sound, its growth, and transit as a platform to make the region more livable.
 - **Station 3: “Sound Transit is part of our mobility solution”**—This station provided an understanding of how other transit systems connect to Sound Transit’s regional system and provided information about other jurisdictions and transit agencies.
 - **Station 4: “Frame our transit future”**—This station highlighted what the Long-Range Plan is and what it includes, and it provided a display of HCT studies.
 - **Station 5 “Here’s our process ahead”**—This station provided information about the process ahead for Sound Transit’s Long-Range Plan Update.
- Presentation and question-and-answer period:
 - The facilitator provided an overview of the agenda



- A Sound Transit Board member provided opening comments
- Sound Transit staff gave presentation
- A question-and-answer period followed and then the meeting returned to open house format before being adjourned

Each public scoping meeting provided several ways for attendees to submit formal scoping comments, including the following:

- Comment forms to submit written comments
- Computer terminals to submit comments via online survey
- Court reporter to provide oral comments

In addition, attendees at each meeting were given the opportunity to provide informal comments. Sound Transit launched a pilot project at all six public meetings, asking guests to share informal comments on video. Participants were also given the opportunity to participate in a dot exercise by placing one “dot” on their home and two dots on places where they would like Sound Transit to take them. A total of 387 dots were gathered with over 250 dots labeled as desired destinations. The results of the dot exercise can be found in Appendix B of this report.

The video and dot exercise were available to encourage participation in, and awareness of, the Long Range Plan/SEIS process. At all times, participants in the informal video recording and dot exercise were also instructed on how to provide formal scoping comments.



4.3 Agency scoping

A letter launching the public scoping period, and follow up email, was sent on October 18, 2013, to approximately 350 agency contacts, including legislators, city administrators, tribes, and SEPA officials within Sound Transit’s District. This notified recipients of the scoping period and invited all recipients to an agency scoping meeting.

On November 8, 2013, Sound Transit hosted an agency scoping meeting at Union Station from 9:30–11:30 a.m. The briefing included a presentation that provided an overview of the Long-Range Plan Update SEIS process. The presentation was available online after the meeting. Following the presentation, there was a question and answer session. Approximately 20 agency representatives attended the event.

A reminder email of the ongoing outreach efforts and request for scoping comments was sent to legislators, administrators, tribes, and SEPA officials on November 19.

4.4 Other outreach

Sound Transit performed the following additional outreach to provide information about the project and solicit input:

- During October and November 2013, individual briefings were conducted with a variety of city councils, chambers, boards, and interest groups. These briefings included the following:
 - City Councils/City Council Staff

- Auburn City Council
- Bellevue City Council
- Bothell City Council
- Burien City Council
- Des Moines City Council
- Edmonds City Council
- Everett City Council
- Federal Way City Council
- Issaquah City Council
- Kent City Council
- Kirkland City Council
- Lake Forest Park Council
- Lakewood City Council
- Lynnwood City Council
- Metropolitan King County Council
- Mill Creek City Council
- Mount Lake Terrace Council
- Mukilteo City Council
- Puyallup Council
- Redmond City Council
- Renton City Council
- SeaTac City Council
- Seattle City Council
- Shoreline City Council
- Sumner Council
- Tacoma City Council
- Tukwila City Council
- Woodinville City Council
- Boards
 - Bicycle Advisory Board
 - Puget Sound Regional Council—Transportation Policy Board
 - South County Area Transportation Board (King County)
- Chambers of Commerce/Downtown Associations
 - Bellevue Chamber
 - Bellevue Downtown Association
 - Downtown Seattle Association
 - Federal Way Chamber
 - Seattle Chamber
 - Sumner/Puyallup Chamber
 - Tacoma-Pierce County Chamber
- Other
 - Bellevue College

- Eastside Transportation Partnership
 - Economic Development Alliance
 - Northwest Environmental Business Council
 - SeaShore Transportation Forum
 - Snohomish County Committee for Improved Transportation
 - Snohomish County Tomorrow
- Implemented an online questionnaire/survey to gather feedback as part of the scoping process. A total of 11,280 surveys were completed. The topline results of the non-scientific online survey can be found in Appendix C of this report.
 - Used Facebook as a marketing tool to reach the online social media community. From November 7–25, the ads generated 3,976 clicks (clicks include clicking through to the website, “likes,” or comments).
 - Hosted and continues to host a Long-Range Plan Update information line. Formal scoping comments were not accepted over the phone; however, the information line provided a way for callers to interact with a member of the outreach team directly. The outreach team received 31 calls during the scoping comment period.
 - Managed a Long-Range Plan website that had over 14,900 unique page views during the scoping period.

4.5 Comment opportunities

Sound Transit provided several different methods to submit official scoping comments during the comment period. These included:

- **Email**—longrangeplan@soundtransit.org
- **Online survey**—linked from www.soundtransit.org/longrangeplan
- **Mail**—Sound Transit, Attn: James Irish, 401 S. Jackson, Seattle WA 98104
- **At public meetings**
 - Written comment form
 - Speaking to court reporter

5 Summary of Comments

5.1 Overview of comments

Approximately 5,000 narrative comments were received during scoping via public meetings, emails, letters, and an online survey. During the formal scoping period, comments were received from:

- 32 agencies, tribes, and jurisdictions
- 19 stakeholder organizations
- 11,655 members of the general public

A summary of comments for these three groups of commenters is presented in the following sections. All verbatim comments received are included in the attached CD.

5.2 Comments from agencies, tribes, and jurisdictions

During the formal scoping comment period, comments were received from 25 local jurisdictions (city or county governments or districts), two transit agencies, one regional agency, two state agencies, one public institution, and one tribal group. The following themes emerged from these comments:

- High-level support for an enhanced HCT system
- Requests for projects already included as part of the current Long-Range Plan
- Interest in evaluating an Eastside Rail Corridor
- General preference for rail in the long-term
- Many specific bus-related suggestions for near-term service
- Support for continued consistency with land use plans
- Interest in corridors serving West Seattle and Ballard
- Support for partnering with Sound Transit for transit-oriented development (TOD)
- Desire for improved access to HCT stations
- Differing access preferences by jurisdictions
 - New and expanded park-and-ride facilities
 - Bicycle and pedestrian facilities
 - Local transit connections
 - Potential infill for funded or operational routes
 - Roadway and direct access

Each agency, tribe, and jurisdiction that provided comments is listed below with a summary of their comments.

5.2.1 Washington State Department of Ecology

The Washington State Department of Ecology (Ecology) acknowledged that this is a non-project action. Ecology further commented that Sound Transit operates facilities in an area that may have been contaminated with heavy metals due to the air emissions originating from two old Asarco smelters in North Everett and North Tacoma. Ecology recommends that Sound Transit:

- Consider adopting future policies related to the Everett and Tacoma smelter plumes
- Provide contact information and necessary actions for projects that involve the movement of soils within either of these plume locations

5.2.2 Washington State Department of Transportation

The Washington State Department of Transportation (WSDOT) stated its support of Sound Transit's Long-Range Plan goals and is dedicated to partnering with Sound Transit to achieve their common goals:

- Community engagement
- Environmental stewardship
- Modal integration while strategically planning and implementing corridor investments

WSDOT suggested that plans acknowledge current technology while being flexible enough to be enhanced by new technology. WSDOT asked to partner with Sound Transit to study and implement tolling and other strategies to manage demand. WSDOT would like to partner with Sound Transit and

local jurisdictions to get their own HCT network within regional centers. Investment alternatives should be adaptable and flexible to achieve objectives in increments of time, and the phasing of operations should be considered early in the process and be deliberate.

WSDOT requested that any constraints on the use of the downtown transit tunnel be considered, particularly noting its use by feeder services. It requested that non-rail corridors be evaluated for potential improvements to make rubber-tire transit more reliable, faster, and accessible.

5.2.3 Muckleshoot Indian Tribe

The Tribe commented that the Long Range Planning Area covers areas within the Muckleshoot Tribe's Usual and Accustomed Fishing Area. This overlap creates a unique situation that requires close coordination to ensure that the Tribe's fisheries resources are fully protected.

The Tribe noted that it raised several issues of concern with respect to its fisheries resources in its comments to the Lynnwood and East Link National Environmental Policy Act documents. The Tribe indicated that these concerns should also be considered for the Long-Range Plan Update. These included issues related to:

- Culverts and stream crossings
- Riparian areas
- Connectivity between resource areas
- Potential concerns regarding tribal fishing activities from Sound Transit projects

For purposes of the SEIS, the Tribe commented that there should be discussion about these issues and how Sound Transit proposes to work with the Tribe to ensure sufficient coordination and timely issue resolution when it is needed.

5.2.4 Puget Sound Regional Council

The Puget Sound Regional Council (PSRC) noted its ongoing interest in planning for the expansion of Sound Transit's system because of long-term transportation plans and also the Growing Transit Communities Program. This program focuses on developing equitable transit communities at station areas within Sound Transit's light-rail corridors.

It was noted that "consistency with regional plans" is shown in the original SEIS in Table 2-1: Principles, Goals and Objectives of Sound Transit's Long Range Plan. The council requested that this table be updated to reflect significant changes that have been made to the regional plans since 2005, particularly the inclusion of a numeric Regional Growth Strategy in the VISION 2040 plan that is now being implemented through local growth targets. PSRC also commented on "areas of impact and elements of the environment." PSRC was pleased with Sound Transit for including at least 16 "areas of impacts" for the SEIS. They also commented that the following issues were not directly listed but should be part of the analysis:

- The inclusion of "housing" and "plans and policies" as part of the Land Use analysis
- The inclusion of parking and access to transit more generally as part of the Transportation analysis

Additionally, PSRC identified additions and clarifications to the following areas of impacts that will augment Sound Transit's analysis:

- **Regional and local development**—PSRC recommends that Sound Transit consider how the development of high-capacity transit will affect the economy at both the regional and local areas in

which service is deployed. Assessment of regional and local economic development plans is supported by updated Federal Transit Administrations (FTA) evaluation criteria for some of its funding programs.

- **Transit-supportive land use development**—PSRC recommends that when assessing corridors for inclusion in the Long Range Plan, Sound Transit evaluate the potential for transit-supportive land use development along and within corridors, as supported by updated FTA evaluation criteria for some of its funding programs.
- **Land-use**—PSRC encourages Sound Transit to include plans and policies that address future land use and development patterns in the region to ensure that investments help implement VISION 2040's Regional Growth Strategy goals to accommodate future growth in the region. Plans and policies analysis should take into consideration consistency with regional, countywide, and local plans and policies.
- **Transportation/transit**—When considering the impacts to transportation and transit, PSRC encourages Sound Transit to address the interrelationship of local transit to HCT and how local transit service may change in the areas near potential HCT corridors. PSRC also supports analysis on the issue of station access improvements.

5.2.5 Community Transit

Community Transit provided the following comments:

- Prioritize completion of the light rail system to downtown Everett on an expeditious timeline
- Consider alignment options that serve the locally designated centers at 164th/I-5 and 128th/I-5 as well as the regional employment center in southwest Everett
- Evaluate alignments based on ridership, trip making to/from centers, relative cost, regional travel time, and achievement of regional growth goals
- Consider Community Transit's planned Swift Bus Rapid Transit (BRT) network when planning in Snohomish County
- Consider funding of Swift corridors as important feeders to Link in the service component of the 2016 ballot measure (at a minimum, the study should assume the following future Swift corridors included in PSRC's Transportation 2040: 196th Street SW, 164th Street SW, Airport Road/128th Street, SR 527)
- Include bus priority infrastructure (such as dedicated lanes) as a component of the capital program, particularly on critical east-west corridors connecting to the regional system
- Describe a bold vision for a multi-modal system that prioritizes pedestrian movement rather than cars
- Study and promote best design practices to accommodate bus and walk access and scale investments in infrastructure relative to the anticipated benefit in terms of ridership gained (bus and pedestrian amenities for majority of riders emphasized over parking for minority of riders in cars)
- Place greater emphasis on effective TOD in station design so these facilities are conceived as vibrant community centers integrating housing, retail, and commercial functions with rail, bus, and pedestrian movements

5.2.6 King County Metro

King County Metro's comments were based on the King County Metro Transit Strategic Plan and the King County Comprehensive Plan. Consistent with these documents, King County Metro suggests that the SEIS's Purpose and Need should address the objective of maximizing total regional transit ridership from all of the region's transportation by optimizing connections to transit, paratransit, rideshare, and trails and by facilitating non-motorized access to the high-capacity system.

King County Metro also requests that Sound Transit consider the following as part of the SEIS action alternative:

- Integration with other transportation system components
- Consideration of transit movement through downtown Seattle as the tunnel reaches capacity
- Improvements to HCT transit station access with a focus on pedestrian connectivity
- Additional infill Link light rail transit (LRT) stations
- Upgrades and operational improvements for service and passengers
- Eastside Rail Corridor
- Integration between regional trail system and regional transit systems
- Consideration of regional express bus service as a complement to rail, at least on an interim basis

In concert with the above items, King County Metro developed a "Representative Project List for the Action Alternative" for potential inclusion in the SEIS. The representative projects suggested by King County Metro are as follows:

- System-wide
 - Improved bicycle storage at all stations
 - Real-time information at stations and major transfer points
 - Pedestrian access and circulation improvements, including user-friendly wayfinding at existing and future stations and intermodal hubs
 - Increased bus layover capacity at stations and intermodal hubs
- Regional Express Bus
 - I-90 center access ramps to and from the west at Issaquah (SR 900)
 - New Regional Express Bus route from Issaquah to Overlake via Sammamish and Redmond when East Link comes on-line
 - Additional bus base capacity to support service expansion—If Sound Transit builds a base in South King County, Metro could keep Sound Transit service at Metro's Eastside campus into the future as Metro expands by allowing for expansion of both systems through joint use of a base that would be well-positioned for South King/Pierce County service.
 - Revised Route 594 to serve Federal Way Transit Center via South 317th Street center access ramp
 - Improved service on SR 522 corridor between Woodinville and Roosevelt Link Station with very frequent all-day service, providing additional stops in Seattle and evaluation of increased HCT potential

- Revised Route 522 to serve NE 185th Street in Bothell, which may require commuter parking on NE 185th Street
- More frequent Route 574 service between Angle Lake Station and Tacoma via Federal Way Transit Center
- New Regional Express Bus route between Everett and Bellevue on I-5 and I-405 via Lynnwood Link Station, University Washington Bothell/Cascadia Community College, and NE 128th Street as Lynnwood Link and East Link come on-line
- Olive Way flyer stop
- New connection from SODO busway to Downtown Seattle (reconnects the SODO busway when the tunnel is no longer available to provide a pathway for buses from the south)
- Direct-access ramps from I-5 to SODO busway using Industrial Way
- Redesign high-occupancy vehicle (HOV) lane configuration on Lake City Way—NE 130th Street to NE 145th Street
- Improved passenger facilities, including bigger and better shelters at Kent Transit Center
- Link Light Rail
 - Infill station on Central Link at South Graham Street
 - Infill station at S 133rd Street or Boeing Access Road—explore connections with Sounder
 - Improved bus/rail connections near Mount Baker Station—These could include a pedestrian bridge to Mount Baker Transit Center and northbound stops on Rainier Avenue South. Alternatively, reconfigured street operations and bus facilities to also provide safe, fast connections across Rainier Avenue.
 - Pedestrian-bicycle bridge between North Seattle Community College and the Northgate Link Station mezzanine
 - Pedestrian-bicycle bridge between 156th Avenue NE and inbound on-ramp to SR 520 via the Overlake Transit Center
- Sounder Commuter Rail
 - New Sounder North Station at Broad Street
 - Improved bicycle storage at all Sounder stations
 - Two-way, all-day, reverse-peak, and weekend service on Sounder South service
- Eastside Rail Corridor and I-405 Corridor
 - Two-way, all-day, frequent service between Woodinville and Bellevue via Totem Lake and Kirkland—consider electric or other quiet mode to minimize noise
 - Two-way, all-day, frequent service between Bellevue and Renton—consider electric or other quiet mode to integrate into neighborhood

King County Metro also suggested that Sound Transit’s environmental analysis be as inclusive as possible and address the following:

- **Sustainability**—The SEIS should use the same metrics used by Sound Transit’s sustainability program to evaluate impacts on appropriate elements of the environment.
- **Environmental justice**—The environmental justice analysis should include a robust community engagement process and expanded data collection and analysis of equity and social justice communities in order to identify these residents’ transportation needs and issues.
- **Greenhouse gas emissions**—The SEIS should analyze and ensure that the Long-Range Plan Update contributes to achieving significant regional greenhouse gas emissions reductions by displacing vehicle miles traveled and operating energy efficient and non-polluting transit technologies.
- **Plans and policy consistency**—The analysis should address consistency with regional and statewide plans, including long-range planning and targets for growth, economic and community development, transit ridership, vehicle miles traveled, and greenhouse gas reduction.
- **Impacts to health**—The SEIS should include a health impact analysis that considers how planning decisions affect crash risks, air and noise pollution exposure, physical activity, and ease of access to the transit service as well as other daily needed services.

5.2.7 Metropolitan King County Council

Metropolitan King County Council noted the importance of the Eastside Rail Corridor (ERC) in its potential to fill the “missing link” of rail connections between the growing residential communities in South King County and the growing job centers in East King County. The council would like to see transit options compared between the ERC and BRT on I-405. The council would like to see that the multi-use vision be reflected in the Long-Range Plan Update, including a full spectrum of HCT options, such as rail connections in the ERC between the cities of Renton, Bellevue, Kirkland, and Redmond.

5.2.8 Snohomish County

Snohomish County’s comments include the following:

- Prioritize light-rail investment funding to complete the Everett-Seattle-Tacoma Link light-rail system
- Consider both a light-rail alignment following I-5 to Everett Station and a light rail or BRT connection to the Paine Field Manufacturing and Industrial Center generally following 128th Street SW and Airport Road
- To be consistent with Snohomish County’s Comprehensive Plan, consider Link light-rail service to the compact, mixed-use urban centers at 164th Street SW and I-5, as well as 128th Street SW and I-5
- Consider multimodal access improvement projects such as:
 - BRT routes along the following corridors:
 - The Airport Road/128th Street SW/SR 96/SR 527 route providing connection to the Paine Field Manufacturing and Industrial Center, the 128th Urban Center at 128th Street SW/I-5, the Mill Creek Town Center, and the Regional Growth Center at Canyon Park

- The SR 524/Alderwood Mall Parkway/164th Street SW route providing connection to the ferry terminal and Sounder rail station at Edmonds, the Lynnwood Regional Growth Center, the 164th Urban Center at 164th Street SW/I-5, and the Mill Creek town center
- Pedestrian and bicycle connections across I-5 connecting station areas with neighborhoods and trails, such as the Interurban Trail
- Completion of the HOV direct access ramp to I-5 at Ash Way, HOV direct access at Mariner park-and-ride, HOV improvements at I-5 interchange at 128th Street SW
- Increased use of parking structures and opportunities for joint use and TOD on park-and-ride properties
- Consider the benefits of including additional areas within the Sound Transit District, north and east of Everett
- Consider the impacts on housing affordability and transit-dependent populations
- Consider station access improvements in Community Transit’s planned Swift BRT corridors
- Consider the use of the ERC for commuter rail service from Woodinville to Bellevue and Redmond within the current Sound Transit District, as well as opportunities to expand the system from Woodinville to Snohomish
- Consider opportunities for a public/private partnership to construct an additional Sounder station in the Snohomish-King County line vicinity as traffic mitigation for a planned urban village

5.2.9 City of Bellevue

The City of Bellevue stated that the HCT system should implement the regional growth centers strategy of Vision 2040, furthering the implementation of the PSRC Transportation 2040, and strengthen the region’s growing economy as envisioned by the Regional Economic Strategy. In its comments the City also:

- Reaffirmed its support for the extension of light rail from Overlake to Downtown Redmond, as well as extensions to Tacoma and Everett
- Requested that Sound Transit conduct a “...study of the capacity and siting of the east side park-and-ride system...”
- Reaffirmed its support of BRT on I-405 near-term, with future passenger rail consideration
- Requested that the definition of HCT be broadened to include supporting services and access, including local, sub-regional, and regional bus service
- Requested that HCT system be studied in the context of a multi-modal regional system (auto, transit, pedestrian, bicycle)
- Supported a study of ERC in tandem with I-405 BRT, with convenient connections to other modes
- Reiterated its support of efforts to build a regional HCT system, including connections between downtown Bellevue to Kirkland and downtown Bellevue to Issaquah, and noted the City’s 2005 “Future High Capacity Transit Interest Statement” that was included as part of its comment submittal
- Requested that system connect regional centers with feeder bus service

5.2.10 City of Bothell

The City of Bothell provided an update on the expected growth in the city and its surrounding communities. Comments from the city on the Long-Range Plan focused on the following two areas:

- The corridor of SR 522
- The Canyon Park Regional Urban Growth Center

The city requested increased service frequency and upgrading the existing transit service along SR 522 and I-405 corridors to a higher level of HCT that could include light rail or BRT.

The city also requested that the Bothell Transit Center, which was part of the ST2 package but not funded due to the recession, be included in the next system plan, including opportunities for TOD and additional transit improvements downtown. The city also brought up the potential for bus improvements along the 98th Avenue NE/NE 185th Street corridor in downtown that would benefit the co-located campuses of Cascadia Community College and the University of Washington (UW) Bothell.

5.2.11 City of Edmonds

The City of Edmonds reiterated its strong support for extending light rail along I-5, as was included in ST2, to provide reliable and efficient transit service.

The city also revisited a letter that was sent to Sound Transit requesting the evaluation of an alternative alignment of the light-rail extension that would locate it along the western edge of I-5 near 220th Street SW. The three closest stations to Edmonds, as proposed in ST2, are at NE 185th Street, the Mountlake Terrace Freeway Station at 236th Street and I-5, and the Lynnwood park-and-ride at 200th Street SW and 46th Avenue W. The city commented that a light-rail station at 220th Street SW would provide a more convenient location for many commuters to transfer to the planned system, whether by using a park-and-ride or bus trip to reach the station.

5.2.12 City of Everett

The City of Everett provided an update on their expected population and employment growth. The city's comments primarily focused on priorities in the planning process rather than to advocate for specific improvement projects in a given corridor. The city offered the following comments for Sound Transit's consideration:

- The City assumes that light rail transit will be the preferred mode of HCT to Everett
- "...extremely important to connect the region and our two regionally designated growth centers in this corridor—the downtown metropolitan center and the southwest Everett–Paine Field–Boeing Manufacturing and Industrial Center ..."
- Travel time between Everett and Seattle seen as less important than serving growth centers and additional LRT stations in Everett
- Station locations should be based on how well they serve growth centers and stimulate TOD
- "...station in Downtown Everett as well as at Everett Station..."
- Station along north Broadway north of downtown to serve the college/medical center area around 10th Street

- Additional parking capacity at Everett Station and in South Everett
- Need easy transfers between LRT and planned local Swift BRT
- Stations should not be placed in I-5 right-of-way due to their lack of connection/redevelopment benefits—site them to maximize community benefit

5.2.13 City of Fife

The City of Fife noted, “A light-rail corridor segment in Fife is identified in the adopted ‘Sound Transit 2: A Mass Transit Guide’ document as part of the Tacoma Link Light Rail expansion. While the Fife extension alternative was not selected as part of that process, the selection criteria for the Tacoma expansion route focused on benefits to City of Tacoma neighborhoods and businesses. The city was informed that light rail to Fife would best be provided as part of the next system plan.”

Comments received from the City of Fife primarily focused on an extension of light rail to the city and included the following:

- Completion of the regional transit system’s LRT spine to connect cities such as Tacoma and Fife (and perhaps cities farther south) to the overall light-rail system
- Extension of the light-rail system from Des Moines/Federal Way to and through Fife to Tacoma
- The city continues to reinforce its City Center vision for a neighborhood-based, pedestrian-oriented mixed-use City Center embracing TOD principles and would thus serve as an appropriate location for future light-rail stations as part of Sound Transit’s regional high-capacity system

5.2.14 City of Issaquah

The city asks that Sound Transit maintain its plans for BRT to Issaquah and that it consider Issaquah for a light-rail extension in the next system plan, citing the Central Issaquah Plan, the city’s recent TOD projects, and high usage of both the city’s King County Metro and Sound Transit park-and-ride facilities as supporting reasons.

Other comments included:

- Potential route corridors, with the highest probability of supporting light rail, are located along the I-90 corridor and within the Central Issaquah Plan boundary
- Attachments to the city’s letter show potential light-rail routes, station locations, and several possible locations for a Sound Transit maintenance facility

5.2.15 City of Kenmore

The City of Kenmore stated that SR 522 should remain a consideration for a HCT corridor and noted that light rail connecting Seattle to Bothell through Kenmore would be a welcome long-term goal. Kenmore added that BRT should be considered as an interim solution until light rail becomes feasible in the long term.

The city also commented that its comprehensive plan continues to support a passenger ferry from Kenmore to the University District, and HCT along SR 522 would enhance this multimodal opportunity. The city is interested in potential future stations in Kenmore and focused particularly on locations in the city where Kenmore has purchased land along SR 522 and where a large park-and-ride currently exists.

Connections to light rail station at NE 145th Street and I-5 were noted as being especially important. Due to the current congested nature of NE 145th Street, improvements were requested that included completion of business access and transit lanes from NE 145th Street and I-5 to Bothell, bus service connections from SR 522 to the NE 145th Street light-rail station, and mitigation of parking overflow in corridor cities.

5.2.16 City of Kent

The City of Kent submitted the following suggestions for Sound Transit to review as part of the Long-Range Plan Update:

- An additional 400- to 500-stall parking garage constructed at or near the Kent Sounder Station to provide adequate service for current and future train users; alternatively, interest in working with Sound Transit/King County Metro on TOD in their downtown core that would include Sounder commuter parking
- A direct-access HOV ramp from SR 167 in downtown Kent
- Extended hours of Sounder Commuter Rail to include earlier morning and afternoon trips as well as weekend service
- An extension of the Sound Transit District to the east and southeast of Kent
- East/west HCT service in the Kent Valley

5.2.17 City of Kirkland

The City of Kirkland does not support Sounder Commuter Rail on any alignment in the foreseeable future. The city suggested that transit improvements on the Cross Kirkland Corridor/ERC should be accompanied by or preceded by construction of a regional trail facility for walking and biking. In addition, the city provided the following comments:

- Extend LRT on I-405 possibly in combination with other route; BRT as precursor to Link; replace Express Bus with BRT
- LRT on Cross Kirkland Corridor to Totem Lake; BRT or Express Bus as LRT Link precursor; add paved transit platform
- Make SR 520 service available at South Kirkland park-and-ride
- Replace Express Bus with BRT on I-405 and SR 520
- Add HCT stations at South Kirkland park-and-ride/Yarrow Bay area, Houghton area near Google campus and/or the Houghton shopping district, NE 85th Street (with connections to Downtown Kirkland), southwest portion of the Totem Lake Urban Center/Business District, northeast portion of the Totem Lake Urban Center/Business District to serve Evergreen Hospital and Totem Lake Mall redevelopment
- Evaluate various types of connections at NE 85th Street to make access to Downtown Kirkland viable, including reconstruction of freeway interchanges
- Expand Kingsgate park-and-ride and provide for TOD
- Provide access for bicycles and pedestrians along with ample bike parking throughout the system

- Bike share to extend reach of transit

5.2.18 City of Lake Forest Park

The City of Lake Forest Park's comments primarily focused on asking Sound Transit to address the following capital and service investments:

- Multi-modal improvements to the NE 145th Street corridor, including improved transit connections between SR 522 and the light rail station and improvements to the interchange at I-5 that will help with traffic and transit flow throughout the corridor.
- The inclusion of a parking garage for a Link light-rail station on NE 145th Street.
- Identification of the appropriate type of HCT service for the SR 522 corridor, as well as a plan for Sound Transit to work with jurisdictions along the SR 522 corridor to develop roadway and service improvements. These improvements should include completion of the business access and transit lanes from NE 145th Street (and possibly farther south) to Bothell; bus service connections from SR 522 to the NE 145th light rail station; parking garages; and BRT or other HCT for SR 522.
- A Transit Access Study for Lake Forest Park because of the difficult local topography.
- Identification of Lake Forest Park as the next location for a new park-and-ride facility.

5.2.19 City of Lakewood

The City of Lakewood requested that Sound Transit consider a new rail station in the Tillicum Neighborhood as shown in the Tillicum Neighborhood Plan (Figure 4.4, Urban Design Framework for Tillicum), adopted June 2011. The urban design framework for Tillicum, which shows a potential future rail station, has been incorporated into the City's Comprehensive Plan.

5.2.20 City of Lynnwood

The City of Lynnwood expressed continued support for expansion of light rail along I-5 through Lynnwood to the Ash Way park-and-ride facility. The city further commented that:

- The alignment that best serves the PSRC-designated Lynnwood Regional Growth Center includes stations in the heart of the Lynnwood City Center, in the vicinity of Alderwood Mall, and at the Ash Way park-and-ride.
- City Council supported C3 Modified as the preferred alignment and station location in Lynnwood for ST2—address connection between ST2 and the Long-Range Plan.
- The extension of light rail north from Ash Way should follow an alignment that best connects the Everett–Paine Field–Boeing Manufacturing and Industrial Center and the Everett Regional Growth Center with the funded rail system. This extension should minimize impacts to the City Center while providing opportunities for TOD.

5.2.21 City of Mountlake Terrace

The City of Mountlake Terrace provided the following comments:

- Complete projects that were included in Phase 2 of the Long-Range Plan
- Build the LRT “spine” north to Everett and east to Redmond

- Provide a LRT station at 220th and I-5
- Improve the east/west connectivity to transit systems, and work with Community Transit to improve “feeder” bus routes
- Encourage TOD around LRT stations
- Research and implement technology strategies
- Consider providing opportunities for vehicle parking and shuttle service for people that live or work farther from station locations
- Adopt an overall approach that emphasizes sustainability, including building design and operations

5.2.22 City of Puyallup

The City of Puyallup provided comments supporting the current ST2 plan and a few regarding long-term opportunities that could be incorporated in Sound Transit’s next System Plan, including:

- Increased transit connections within Puyallup, focusing on greater capacity and frequency of feeder stations from satellite parking facilities and local activity nodes to the Sounder station
- BRT opportunities in the vicinity of Puyallup, particularly the Meridian corridor extending south of the city as well as potential east-west connections
- Targeted improvements such as transit signal priority at key intersections and potential road lanes
- Continued improvement of Pierce County inter-urban connections
- Potential Puyallup Station access improvements

5.2.23 City of Redmond

The City of Redmond stated that the first priority for the Long-Range Plan Update should be extending East Link LRT to downtown Redmond and extending Link LRT south to Federal Way. The City also commented that:

- Light rail service should also be extended from Bellevue to Issaquah and Totem Lake
- New light rail service should be provided along the SR 520 corridor that would link Redmond, other communities in the Eastside, and Seattle
- BRT service and supporting facilities should be provided on the I-405 corridor, including HCT connections to Overlake and Redmond.
- Sound Transit Express service operating between South King County and Overlake should be extended to downtown Redmond until the light rail extension to downtown Redmond is completed
- Early implementation of a downtown Redmond park and ride structure with bus service to Overlake LRT
- Access to HCT stations should be improved, including coordination with local jurisdictions, added park-and-ride capacity, and pedestrian/bicycle facilities, and support for TOD including encouraging public/private partnerships

5.2.24 City of Renton

The City of Renton expressed concern that revenues provided to Sound Transit by Renton residents and businesses exceeds the cost of services and capital improvements historically provided to the residents of Renton. The city requested that the Long-Range Plan Update recognize that Renton has historically been an underserved area. The city suggested that the following capital projects and service improvements be included in the update:

- Sound Transit Express (BRT) on I-405 with connections to Renton; on I-405 right-of-way and not along the Burlington Northern-Santa Fe (BNSF) corridor to avoid impacts to the Renton Kenndale Community
- Link extension to Renton's center
- HCT connection between North Renton and Tukwila Sounder Station, Sea-Tac Airport, and West Seattle via Burien
- Complete SW 27th Street/Strander Boulevard project
- Enhance service hours on ST Express Routes 560 and 566
- Express route between Renton and downtown Seattle
- Transit center and direct access ramp/lanes at I-405 and N 8th Street
- Flyer station at I-405 and N 30th Street; at other I-405 interchanges as identified by corridor studies
- Parking facilities at several key locations in Renton
- Invest in regionally designated multi-use trails
- Provide incentives for TOD (in partnership with City of Renton)

5.2.25 City of SeaTac

The City of SeaTac suggested that the SEIS address the following issues:

- The Long-Range Plan should show potential rail extension past Burien to West Seattle and the Seattle Central Business District as well as other projects consistent with other Sound Transit planning efforts, such as the South King County HCT Corridor study
- Local economic development impacts and the need for parking at stations
- Economic, traffic, and other environmental impacts of Sound Transit's support facilities, such as bus layover lots

5.2.26 City of Seattle

The City of Seattle submitted a Resolution conveying the city's comments. Through the Resolution, the city asks that Sound Transit:

- Give priority to corridors/modes in the city's Transit Master Plan that may be appropriate candidate projects for the Long-Range Plan, potentially in partnership with the City of Seattle. The Resolution notes that this may include broadening Sound Transit's interpretation of HCT, consistent with state

enabling legislation, or may entail identifying partnership programs for municipal systems that feature alternative high-capacity transit modes.

- Study feasibility of providing capital or operating support for connector services.
- Seek opportunities for enhanced role of partner governments in TOD. Includes opportunities for stations developed under *Sound Move*, ST2, and future programs.
- Look at opportunities to expand the System Access Program developed under ST2 in order to enhance access to HCT stations.
- Build on current HCT corridor studies to consider additional HCT corridors in Seattle (e.g., University District/Ballard, Ballard/Downtown, Downtown/West Seattle).

5.2.27 City of Shoreline

The City of Shoreline's comments primarily focused on asking Sound Transit to address the following capital and service investments:

- Improvements to NE 145th Street, which would include improved connections to and from SR 522 to the east and improved pedestrian and bicycle access from the west side of I-5.
- Identification of the appropriate type of HCT service for the SR 522 corridor as well as a plan for Sound Transit to work with jurisdictions along the SR 522 corridor to develop roadway and service improvements. These improvements should include completion of the business access and transit lanes from NE 145th Street (and possibly farther south) to Bothell; bus service from SR 522 to the NE 145th Street rail station; parking garages; and BRT or other HCT for SR 522.
- Inclusion of a commuter rail station in the Richmond Beach area of Shoreline and evaluation of a new station(s) in Seattle. Capital improvements to help prevent future landslides should be implemented for commuter rail in the north corridor or, if it is discontinued, alternative service to Mukilteo and Edmonds should be provided.
- Improved BRT service along the SR 99 corridor.
- Reconstruction of the SR 104/SR 99 interchange to provide for business access and transit (BAT) lanes.
- Light rail from Ballard to Shoreline Community College.
- Improved east-west high capacity transit service in Shoreline.
- Sidewalks and other pedestrian amenities for SR 104 and 5th Avenue NE.
- Development of TOD catalyst projects around new and existing light rail stations as part of the next ballot measure.
- Examination of options to apply parking fees to fund additional bus service.

5.2.28 City of Snohomish

The City of Snohomish's comments focused on the expansion of Sound Transit's District boundaries to incorporate communities around the ERC, as well as use of the ERC as a relatively low-cost method to expand commuter rail services to both Snohomish and King County communities.

The city suggested the following alternatives be included in the Long-Range Plan Update:

- Rail transit on the full length of the existing Renton-to-Snohomish corridor
- Rail transit from Snohomish to Tukwila Station including restoring the Wilburton gap
- Rail transit from Bellevue to Snohomish on the ERC
- Rail transit on the ERC corridor from Redmond's East Link Station to Snohomish
- Study of potential alignment, ridership, and cost to extend rail transit on the ERC corridor from Snohomish to the Sounder Everett Station
- Study of ERC's ability to provide reliable backup alternative when Sounder service is suspended due to a mudslide
- Comparison of costs, reliability, and travel times between I-405 capacity improvements and ERC transit alternatives

Other suggestions made by the city included the following:

- Make available a portion of the savings from the University Link project to fund Sound Transit capital improvements on the ERC
- Explore an alternative taxing rate for areas that have less direct benefit from Sound Transit's services within its current boundaries

5.2.29 City of Tukwila

The City of Tukwila provided an overview of various system improvements that would increase local and regional mobility, support residential and employment growth, and leverage the improvements to help meet the city's and the region's needs.

The city's suggestions for modifications to the Long-Range Plan are as follows:

- ST Express Route 560 stop at Tukwila International Boulevard Link Station
- Link infill station at Boeing Access Road and South 133rd Street should be given high priority
- Link between West Seattle, Burien, Tukwila/International Boulevard Station, Tukwila Urban Center, Tukwila Sounder Station, and Renton
- Station access improvements—real-time arrival info
- Station access improvements—direct pedestrian connection between Tukwila International Boulevard and Tukwila International Boulevard Station mezzanine
- Additional parking at Tukwila International Boulevard Station, per results of studies following University Link completion
- Improved non-motorized access to Tukwila Sounder Station from the west: Strander Boulevard Extension/BNSF underpass, Southcenter Non-Motorized Transit Link (Baker Boulevard Improvements), Union Pacific Railroad underpass, signalized crossing of West Valley Highway, and path from West Valley Highway to Tukwila Sounder Station
- HCT service between downtown Seattle and Tukwila

- Increased frequency of two-way Sounder service during peak times and ultimately expand to all-day
- Improved connections between Link and nearby regionally designated centers
- Partner with Tukwila to encourage TOD; properties within station areas should be catalyst projects
- Consistency with regional Growing Transit Communities effort

5.2.30 City of Woodinville

The City of Woodinville submitted the following comments:

- The ERC (from Renton to Snohomish) should be included in the Long-Range Plan for dual use “rails and trails” and passenger rail service should be a priority in this corridor.
- A passenger station/platform should be located in the city’s Central Business District, with accompanying parking and transit connections.
- There are potential benefits and cost savings associated with the multimodal link of incorporating the existing Metro park-and-ride lot in Woodinville into a new passenger rail station/platform.
- The Long-Range Plan should include improved/expanded express bus service to and from Woodinville along the SR 522 and I-405 transit corridors.
- Sound Transit should investigate expansion of the Regional Transit Authority (RTA) boundaries into southeast Snohomish County to the cities of Snohomish (along the SR 9 corridor) and to Monroe (along the SR 522 corridor)

5.2.31 Port of Seattle

The Port of Seattle submitted comments on the topics of freight mobility, Seattle industrial areas, Link Light Rail, Sounder Rail, regional bus service, and transit agency coordination. The Port offered the following suggestions:

- Ensure that increased frequency, speed, and station stops of Sounder Commuter trains do not impede freight mobility
- Evaluate potential impacts on high-capacity freight corridors in Ballard, Interbay, the North Seattle Manufacturing and Industrial Center, and the Duwamish Manufacturing and Industrial Center as improvement to transit facilities and services could have a negative impact on freight mobility and increase gentrification pressures
- Look at the impact of allowing trucks to use transit-only lanes in certain locations (e.g., Elliott Avenue/15th Avenue W)
- Support for the extension of Link Light Rail to Everett and Tacoma
- Concern over siting a commuter rail stop in the vicinity of Broad Street in Seattle, as there may not be enough room and a stop there may add to the delay on the BNSF mainline just south of the Seattle Art Museum’s Sculpture Park
- Analyze a connection between the Tukwila rail station and Sea-Tac Airport
- Evaluate additional service on ST Express routes 560 and 574 and additional routes serving Sea-Tac Airport
- Increase coordination and integration with other transit agencies in the Puget Sound region

5.2.32 University of Washington

UW expressed support for Sound Transit's existing goals and noted the reliance of the university's population (students, employees, and visitors) on the public transportation system. The university requested that Sound Transit study the following:

- Station enhancements and improvements to non-motorized access
- Light rail/express bus service expansion from UW to Redmond and from UW to Ballard, as well as from UW Bothell to Seattle and Tacoma
- Reevaluation of implementing a counterclockwise flow at the Montlake Triangle (as the existing clockwise flow has the potential to maximize pedestrian crossings of Montlake and Pacific rather than minimize them)
- Integration with the Puget Sound Bike Share Program, with the focus on integrating bike share facilities into new and existing HCT stations

5.3 Comments from stakeholder organizations

Nineteen stakeholder organizations provided comments during the scoping period. Their comments, organized alphabetically, are summarized below.

5.3.1 Bellevue Chamber of Commerce

The Bellevue Chamber of Commerce's comments focused on:

- Improved transit connections between the Eastside cities of Bellevue, Redmond, Kirkland, Renton, Issaquah, Bothell, and Woodinville
- Studying buses and BRT as a preferred, cost effective transit method to get people to and from work during peak commute hours
- A special focus on expanding BRT service on I-405

5.3.2 Bellevue Downtown Association

The Bellevue Downtown Association commented that:

- The Long-Range Plan Update should evaluate extending Link from the Overlake Transit Center to Redmond
- Regional bus or HCT should be enhanced to serve travel demand and connect downtown Bellevue to other growth centers within or adjacent to the I-405, SR 520, and I-90 corridors
- Improvements to access at key locations, such as park-and-ride lots, direct-access ramps, and arterial connections, as well as along major travel corridors are needed
- Sound Transit should look for efficiencies and improve service capacity with other regional public (e.g., Community Transit) and private (e.g., Microsoft Connector) providers
- Long-range transit planning should incorporate recent updates to the Bellevue Transit Master Plan and Bellevue's emerging and adopted transportation plans

5.3.3 Cascade Bicycle Club

The Cascade Bicycle Club recommended the following updates to the Long-Range Plan to create “compact urban communities” and build on an already strong existing Long-Range Plan:

- Improve planning and funding for bicycle and pedestrian access to station areas
- Improve location siting decisions for new light-rail stations to encourage TOD
- Increase focus on pedestrian and bicycle station access

To achieve the three goals highlighted above, the club has specific recommendations. In addition, the club requested specific textual revisions be made to the 2005 Long-Range Plan.

5.3.4 Eastside Rail Corridor Regional Advisory Council

The ERC Advisory Council requested that the following issues be considered in the Long-Range Plan Update:

- Recognize the regional significance of the ERC and that planning efforts be coordinated with jurisdictions and those with ownership interests
- Ensure that the HCT corridor study and the Long-Range Plan Update encompass the entirety of the public right-of-way in the corridor, including the ERC and the I-405 corridor
- Examine the benefits of HCT relative to connecting growing populations to job centers
- Address the needs of multiple uses within the corridor
- Recognize the value of integrating transit and regional trail development and maximize opportunities for strengthening connections between motorized and non-motorized travel
- Account for the environmental impacts of the various alternatives under consideration and include actions that will avoid or minimize negative impacts

5.3.5 Eastside Transportation Association

The Eastside Transportation Association recommended that Sound Transit recognize BRT as HCT and that current and future Sound Transit Regional Express bus routes on managed freeway lanes (HOV and high-occupancy toll lanes) be considered as BRT.

The association suggested the Long-Range Plan Update include at least two funding and timing scenarios:

- **Long-Range Plan 1**—No additional local tax funding: this would describe what could be accomplished with no additional funding. For example, it could potentially include replacing light-rail extensions with BRT.
- **Long-Range Plan 2**—Additional local tax funding: this would describe the additional funding required to accommodate the next system plan.

The association also suggested that the Long-Range Plan Update for the East King subarea include the BRT system element of the I-405 Corridor Program Master Plan as the top priority element of the next phase of the regional transit program and that the I-405 BRT lines extend from Puyallup to Everett.

Finally, the association recommended a review of Sound Transit’s policy on subarea equity, as it should be fair in its allocation of benefits in proportion to taxes collected within each subarea.

5.3.6 FeetFirst, Futurewise, Housing Development Consortium Seattle-King County, OneAmerica, Puget Sound Sage, Transportation Choices Coalition, Washington Bikes

Representatives from these seven organizations signed one letter in which they shared their principles for consideration while Sound Transit is in the process of planning for expansion of transit in the region.

These principles generally focused on:

- Improving access to, and interoperability between, transit systems
- Ensuring that transit systems serve populations equitably and concentrate on serving those areas with the highest ridership potential
- Optimizing the potential for TOD where possible

5.3.7 Lake2Bay Coalition

The Lake2Bay Coalition commented on the ideas behind the coalition's visioning process for the area, which include a transit hub integrated into a renovated Memorial Stadium site. The coalition also voiced its strong support for the Downtown-to-Ballard HCT Corridor and recommended a future stop/station be located near Thomas Street to allow for easy east-west pedestrian routes.

5.3.8 Northwest Progressive Institute

The Northwest Progressive Institute's suggestions for additions to the Long-Range Plan Update included the following:

- Expansion of Link light rail service to Tacoma, Everett, Ballard, and West Seattle
- Study of a new Lake Washington crossing from Sandpoint to Kirkland, light rail around the north side of Lake Washington, and light rail on SR 520
- Consideration of new ST Express bus service linking Cascadia, UW/Bothell, Redmond, and Sammamish
- Expansion of the Tacoma Link to serve more neighborhoods in Tacoma
- Examination of the feasibility of a streetcar line in Bellevue
- Addition of Sounder stops in North Seattle or Shoreline as well as extending Sounder service to Olympia with a stop in DuPont
- Addition of more bike lockers at existing parking garages
- Charging parking fees to help manage demand at high-use facilities
- Extension of the Sound Transit District to Olympia and more of Snohomish County

5.3.9 SeaShore Transportation Forum

The SeaShore Transportation Forum continues to recognize the SR 522, SR 99, and 145th Street corridors as high-priority corridors for the regional transportation system and asked Sound Transit to include the following capital and service investments as part of the Long-Range Plan Update:

- SR 522 Corridor
 - Completion of BAT lanes between Bothell and NE 145th Street
 - Improved BRT-level transit service along the SR 522 corridor
 - Intersection improvements on SR 522
 - Parking facilities in cities along the SR 522 corridor to improve access to bus service
 - Other capital improvements to improve transit speed and reliability
 - Completion of a transit access study and implementation of specific recommendations to improve access to transit for this corridor
- SR 99 Corridor
 - Improvements for continuous BAT lanes in the Seattle portion of the corridor and between Lynnwood and Everett in Snohomish County
 - Improvements at the SR 104/SR 99 interchange to remove a chokepoint and to provide continuous BAT lanes in the corridor
 - Improved BRT-level transit facilities and service, including off-board fare collection at all stops, level boarding for passengers, and greater stop spacing with underlying local service
 - Other capital improvements to improve transit speed and reliability
- SR 523/145th Street Corridor
 - Improvements at the 145th Street interchange at I-5 to add capacity and improve safety and operations
 - Capital investments in the 145th Street corridor to improve multi-modal access to the light-rail station, including transit speed and reliability
 - Improved transit service along 145th Street to connect SR 522 service from Woodinville to the light-rail station

The forum also urged Sound Transit to assess ways to promote TOD at key station locations and consider opportunities to build on the System Access Program developed for ST2, including paid parking to provide additional revenue to support bus service, additional park and rides, and improved bicycle and pedestrian access.

5.3.10 Seattle Metropolitan Chamber of Commerce

The Seattle Metropolitan Chamber of Commerce strongly believed that the regional transit service provided by Sound Transit plays an integral role in the region's long-term economic vitality and livability and encourages a plan that:

- Ensures that Sound Transit's new service complements city, regional, and state investments in the region's transportation system
- Reflects population and employment growth that have occurred since the previous update, as well as updated projections for population and employment growth
- Emphasizes completion of high-capacity transit corridors identified in earlier rounds of planning that continue to demonstrate a need for investment
- Connects regional growth centers to enhance mobility between these concentrated areas of residential and employment growth
- Assesses TOD early in system planning to promote transit ridership and leverage transit investments for regional and local economic benefits

5.3.11 Seattle Subway

The Seattle Subway group urged Sound Transit to take a holistic approach by building out the system in a way that anticipates future expansion, uses driverless technology for all new lines in order to lower costs, increases speed and reliability, and improves upon the current system to maximize current and future investments. The Seattle Subway group identified several issues as priorities for inclusion in the Long-Range Plan Update:

- Extend light rail from Ballard to West Seattle and Burien via a new tunnel under Downtown Seattle
- Extend light rail in a tunnel from Downtown Seattle and South Lake Union then north on Aurora
- Add Graham and Boeing Access Road stations

5.3.12 Upper Eastside TRailway

The Upper Eastside TRailway requested that Sound Transit recommit to a provision that was part of ST2 to set aside up to \$50 million for capital investments in the former BNSF line for passenger rail. It expressed appreciation for Sound Transit's purchase of a section of the corridor along with an operating easement from the Port of Seattle for passenger rail to enhance East Link light rail and connect with the region. The organization noted that more convenient and direct transit service between East King County and East Snohomish County would be appreciated, particularly in light of the significant population growth in both areas.

5.3.13 West Seattle Transportation Coalition

The West Seattle Transportation Coalition is an organization working to address transportation and mobility issues for the 10-square-mile area between the Duwamish River and Puget Sound. The coalition advocated extending light rail to West Seattle.

5.4 Comments from the general public

The vast majority of the approximately 5,000 narrative comments were from the general public. Key themes that emerged from these public comments included the following:

- The public wants more mass transit
- There is overwhelming public support for expanded light rail service
- Transit should be fast, reliable, and frequent
- It needs to be easier to access and use transit

Those who provided comments as part of the Long-Range Plan Update scoping process were self-selected and therefore key themes identified above are qualitative in nature, and are not statistically valid. Origin of comments by subarea:

- Snohomish County—5%
- East King County—12%
- North King County—60%
- South King County—8%
- Pierce County—8%
- Unknown—6%

The scoping participation reflected a particularly high level of interest and support for transit expansion in the North King subarea, which included attention from neighborhood blogs and transit advocacy organizations. This high interest was amplified to some degree by who was included in the e-mails Sound Transit sent to more than 16,000 contacts promoting involvement. The email database emphasized contacts who have signed up to receive information on active Sound Transit capital projects, which meant that a higher percentage of email contacts were from North King County because of the active University Link and Northgate Link construction projects. This factor further contributes to the non-scientific nature of the input. The majority of participation in the scoping process came through the online survey, and much of that participation was spurred by the e-mails.

Major topic areas from the general public included specific ideas on expansion and potential corridors and destinations, transit technology, access to transit, linking land use to transit, environmental issues, funding, and multiple agencies/coordination. Comments received on these topics are summarized in the following sections.

5.4.1 Service

Comments related specifically to service typically suggested expansion of existing service patterns (e.g., all-day Sounder service) or modifications to existing bus routes. Other comments suggested changes to services not provided by Sound Transit, such as King County Metro's Rapid-Ride. For example:

There needs to be a mid-day (noon) option for the Sounder Train.

Because of the reliance on buses, bus connections need to be timed better.

Transit should be easy to use (easy access, distinctive signs, many hubs). When it is confusing, people won't use it. Recently, I was stranded because I was unaware that my bus did not run at the hours I expected it to.

Would like to see beefed-up service from city center to city center—e.g. Bellevue to Issaquah. Would also like to see some one-seat-rides from suburban cities to Seattle neighborhoods, such as Capitol Hill to Redmond or Bellevue.

5.4.2 Corridors

Many commenters suggested specific corridors where they would like Sound Transit to consider adding HCT or a supporting service. A portion of these comments suggested services already included in the current Long-Range Plan. Other comments suggested extensions to existing corridors on the Long-Range Plan map or entirely new corridors. One of the most suggested additions was a Downtown Seattle to West Seattle Corridor. Other suggestions, but not limited to these, included expansion to the Eastside, Ballard to Downtown, and eventual expansion to Tacoma and Everett. For example:

... We need better in city connection service for regional transit to be effective. Currently we have lots of transit options that don't connect to one another ...

Stop focusing on north/south! Do something about east/west—Ballard, West Seattle, Seward, Mt. Baker, etc.

5.4.3 Modes

The majority of comments related to modes were of suggestions reflecting a preference for one existing mode over another (e.g., LRT over Express bus or BRT). Overall there was general support for light rail with BRT, in some locations, for the short-term. Other comments received on the topic of mode were suggestions for Sound Transit to consider new modes that are not currently operated by the agency, such as gondolas, high-speed rail, driverless vehicles such as computer-controlled automobiles, and water taxis. For example:

The focus really needs to be on light rail service. Buses can be delayed by too many factors (traffic, lights, etc.). Light rail should be given preference at all lights, crosswalks and stop signs.

I really like the idea of investing in high capacity transit that is less vulnerable to congestion, like the light rail.

Perhaps consider a stand-alone system of trolleys like the South Lake Union Streetcar.

5.4.4 Access

A significant portion of the comments received suggested improvements to various facilities that provide access to the Sound Transit system. The types of suggestions fell into the following categories discussed below:

Parking

Many parking-related comments requested either more parking at existing park-and-ride facilities or that entirely new park-and-ride facilities be constructed both at suburban and in-city locations. A few comments voiced opposition to building new parking facilities citing environmental concerns. Several examples of parking comments include:

... there is not enough parking at the Federal Way Transit Center after 7:30 a.m., even with the additional parking in the nearby shopping center. If Metro cuts the extension of the route to Twin Lakes, there will be even more cars trying to find parking at the Transit Center.

... existing Park and Ride locations are full before 7:30 in the morning nowadays. Many businesses stagger hours. This makes it impossible for people who go in to work later in the morning to take the bus, because the park & ride is full.

Park and Ride facilities are of critical importance, particularly in the Lake City/Lake Forest Park area.

Walking

Some of the comments received on the topic of pedestrian access indicated safety as a concern and many requested closer station spacing in the city. Other comments recommended prioritizing construction of new Sound Transit facilities in existing walkable communities and communities with higher percentages of transit-dependent populations. One commenter said:

Invest in improvements to pedestrian access and do not discount the importance of urban TOD—ridership cannot be solely driven by suburban park & rides.

Bicycle

The majority of comments on bicycle access to transit focused on increasing bicycle storage on board buses and light-rail cars, as well as providing more covered bicycle storage at park-and-ride facilities and stations. For example a commenter said:

The Plan should encourage the use of non-car transportation to get to transfer areas (safe bike routes and pedestrian routes/paths people can use to get to Sound Transit stations, without increasing congestion on streets; also adequate and secure bike racks at Sound Transit facilities).

But we are a biking city and with the ability to quickly step on a light rail to get to major points in the city and surrounding area as quickly as driving, the extra personal travel from a station to my destination suddenly is worth it.

Bus

In regard to bus access, comments focused primarily on making roadway improvements to either enhance bus access or separate buses from non-transit traffic.

I am in favor of BRT, transit priority / HOT lanes, signal prioritization, and queue jumps for transit vehicles.

Dedicated bus lanes over the West Seattle Bridge are good—so a bus to downtown is typically faster than driving—but it's still a bus: not many seats, and erratic scheduling and getting stuck in traffic.

5.4.5 Roads and highways

A few commenters indicated that there is a great need to improve roads and highways and greater spending should be refocused on those efforts instead of or in combination with mass transit. For example:

... The West Seattle Freeway is beyond full capacity during commute hours. Is it time to build another bridge to/from West Seattle and highway into downtown, or shall we augment our transit systems, or both???

5.4.6 Environment

In comparison to the total number of scoping comments received, only a small percentage of commenters submitted comments on environmental issues. In general, when responders commented on environmental issues they indicated that transit, and in some cases rail, benefited the environment or were “environmentally friendly.” For example, two commenters said:

...It is ridiculous. It's a waste of time, money, gas, it's bad for the environment to idle in stop and go traffic, and generally bad for the overall economy of the area. A real, lasting solution to the traffic congestion traveling around Puget Sound would add so much to the quality of life for everyone.

...why not require more businesses in and around the Seattle area to subsidize the buses? This would be considered their contribution to a green environment, plus their contribution to a healthier air condition, waterways and certainly a more commuter friendly community.

Among the environmental issues that received comments, the largest number focused on sustainability, land use, energy, environmental justice, noise, and air quality/greenhouse gases. Comments received on each of these issues are summarized below.

Sustainability

Comments received on sustainability generally focused on the importance of transit, specifically HCT, for the long-term sustainability of the region economically and environmentally:

This is a moment where our region can secure a prosperous and livable future or a long time. We need to rapidly expand regional transit for future economic vitality, livability, and sustainable transportation options.

Other comments on this issue included the use of rail being essential to sustain growth and a reduction in traffic congestion as a way to balance the trade-offs between growth and sustainability. It also should be noted that of those who commented on sustainability, several found economic growth and sustainability to mean connecting people to jobs.

Land use

Numerous comments were made in the context of linking land use and transit, with the majority of these comments focusing on the issue of density. Many comments suggested prioritizing system expansion in dense areas and development of HCT in current/future dense urban areas.

Please prioritize accommodating high-density areas or areas with clear potential to accommodate growth. This includes requiring municipalities to up-zone station areas before the alignment starts construction.

Transit must keep up with the (unwelcome) high-density development in West Seattle and in other neighborhoods.

Sound Transit should focus on the areas with the most potential users—existing dense neighborhoods like Ballard, UW, downtown, and Capitol Hill—rather than far-flung suburban lines.

Respondents also considered the Long-Range Plan Update as an opportunity to plan for land use and TODs, as reflected in these two comments:

A careful balance should be struck in order to encourage transit-oriented development in suburbs while discouraging needless sprawl. Increasing density should ultimately be the target.

Linking transit-oriented development to expansion of rail and high frequency transit is a must. Station overlays and station design should include density and development as well.

Environmental justice

A number of environmental-related comments were made on the issue of environmental justice. Those commenters generally felt that more of Sound Transit's attention needs to be focused on transit-dependent and environmental justice communities as they are underrepresented. Example comments include the following:

[Transit] should preferentially serve people who are being displaced, and forced into longer commutes—low wage earners. It should be affordable and have better services to places where poorer people live. Focusing on the eastside and Ballard is bad policy from a whole community perspective, and sends the wrong message about who counts in our city and county.

[Sound Transit] should be focusing on serving the low-income populations in Seattle.

A Long-Range Plan should prioritize social justice issues, to make sure that all communities can have quality, reliable, affordable transit access between their homes and economic/job centers. This includes building transit-oriented development with affordable housing and making sure environmental justice questions are being addressed, especially when building new routes and siting construction projects.

Commenters felt that service cuts affect low-income riders the most and low-income riders need have more transit options. Comments included:

I think one difficulty I'm experiencing as someone who uses exclusively public transit and is also low-income is that many of the neighborhoods in Seattle that cost less to live have slower service or less frequent service to other areas of Seattle.

Please put more of an emphasis on the link between income and transit service rather than just population and ridership. The low-income neighborhoods are served rather poorly by public transit.

Commenters suggested implementation of a need-based/reduced-fare pass system for low-income passengers, as well as improvements to better accommodate individuals with disabilities and the elderly.

Noise

A few comments were received on the issue of noise. Those comments generally asked Sound Transit to be mindful of noise pollution caused by transit and explore subway-related options as a means to decrease transit-related noise. An example of these comments follows.

Above-ground design and budget shortcuts lead to unacceptable noise nuisance and added expenses. Any expansion to and thru residential neighborhoods MUST be tunneled or somehow adequately shelter noise pollution. Noise pollution is a public health impact and it makes NO SENSE to sacrifice protection from undo levels of noise in the trade off to find transit solutions.

Commenters also requested an increase in the operation speed of trains while minimizing associated noise.

Air quality/greenhouse gases

Comments received on the topic of air quality/greenhouse gases focused on concerns about how congestion worsened air quality and increased greenhouse gases. It was generally felt that expansion of transit would reduce greenhouse gas emissions and improve air quality.

The majority of vehicles that are commuting I-5 are single drivers in SUV's that are contributing to the congestion, accidents, CO2 problems, stress and long days.

Light rail is the only feasible way we can remove cars from the road while increasing capacity and reducing pollution as our region's population grows.

The idea that reducing greenhouse gas emissions starts to address global warming was also reflected in the comments.

5.4.7 Funding

Several comments were received on the issue of funding. Some commenters supported using/increasing taxes as a way to fund future transit projects.

Mass transit should be paid for by gas tax and licensing fees just like roads and highways.

Expand/increase the RTA tax.

I would gladly pay hundreds of dollars more in local taxes each year to move transit projects forward and faster.

However, some commenters were strongly opposed to using tax money to expand transit, instead suggesting that public transportation should be totally self-supporting. Example comments include:

I am not in favor of any additional taxes to fund public transit. I don't use it, and don't benefit from it in any way.

Please do not expand on taxpayer dime, stop taxing, levies and useless routes that do not pay for themselves.

It needs to be more self-funded. Less taxpayer support. It should be more user funded.

Some commenters also asked Sound Transit to consider its existing subarea equity policy suggesting:

All money collected should be spent in areas with the greatest overall impact for the entire area. Meaning specific dollars collected from specific areas should not be required to be spent in those areas.

Commenters also offered support for Sound Transit to charge for parking at park-and-ride facilities as a way to increase revenues stating:

It's time to stop investing in free parking.

5.4.8 Multiple agencies/coordination

A few commenters noted a perceived lack of coordination between the many transit agencies and expressed the need for centralization and common vision.

Without a Western WA Regional Transit authority we will continue to have a dysfunctional system that perpetuates a disjointed, ineffectual, system with limited resources and lack of vision.

Possibility / opportunity to bring multiple transit agencies under one cohesive system of operation, function and management. Switching in from one system to another is still confusing and not well coordinated.

Comments were also made stating that future funding levels of local transit partners (King County Metro, Pierce Transit, Community Transit, and Everett Transit) should be considered when planning future Sound Transit service.

6 Next Steps

The public and agency comments received during scoping will help Sound Transit (at the direction of the Sound Transit Board) identify the issues and alternatives to be considered in the SEIS. The next project phases and milestones are as follows:

- **December 2013 and January 2014**—Board reviews alternatives to be studied
- **July–August 2014**—Draft SEIS available for public review and comment
- **September–November 2014**—Respond to comments and complete Final SEIS
- **December 2014**—Board updates Long-Range Plan

Appendix A

Poster Distribution Locations and Images

Posters targeting traditionally underrepresented populations were distributed to the following locations:

| Organization | Street Address | City |
|--|----------------------------------|------------|
| Lake Heights Center YMCA | 12635 SE 56th Street | Bellevue |
| South Bellevue Community Center | 14509 SE Newport Way | Bellevue |
| Senior Services of Snohomish County | Suite B, 11627 Airport Road | Everett |
| Catholic Community Services | 1918 Everett Avenue | Everett |
| Housing Consortium of Everett and Snohomish County | 2827 Rockefeller Avenue | Everett |
| United Way of Snohomish County | 3120 McDougall Avenue | Everett |
| Issaquah Community Center | 301 Rainier Blvd S | Issaquah |
| GenCare Lynnwood at Scriber Gardens | 6024 200th Street Southwest | Lynnwood |
| Korean Women's Association | 4629 168th Street SW # G | Lynnwood |
| Lynn Crest Senior Housing Association | 4629 194th Street Southwest | Lynnwood |
| Lynnwood Senior Center | 19000 44th Avenue West | Lynnwood |
| Pathways For Women | 6027 208th Street Southwest | Lynnwood |
| SEA MAR Community Health Center | 19707 44th Avenue West | Lynnwood |
| Washington State Worksource | 20311 52nd Avenue West | Lynnwood |
| The Everett Clinic | 15418 Main Street | Mill Creek |
| Rosehill Community Center | 304 Lincoln Ave | Mukilteo |
| Coal Creek Family YMCA | 13750 Newcastle Golf Club Rd | Newcastle |
| Boys & Girls Club | 16800 NE 80th Street | Redmond |
| Renton Community Center | 1715 SE Maple Valley Hwy | Renton |
| Pine Lake Community Center | 21333 SE 20th Street | Sammamish |
| Sammamish Muslim Association | 22011 220th Ave SE | Sammamish |
| Boys & Girls Club | 1310 N 45th Street | Seattle |
| Catholic Community Services | 100 23rd Ave S | Seattle |
| Community Psychiatric Clinic | 11000 Lake City Way Northeast | Seattle |
| Evergreen Adult Family Homes | 11339 8th Avenue Northeast | Seattle |
| Filipino Community Center | 5740 Martin Luther King Jr Way | Seattle |
| Futurewise, Suite 200 | 816 2nd Avenue | Seattle |
| Refugee Women's Alliance | 4008 Martin Luther King Jr Way | Seattle |
| Seattle Housing Authority | 4570 Martin Luther King Jr Way S | Seattle |
| Seattle Housing Authority | 720 North 143rd Street | Seattle |
| Social & Health Services Department | 2106 2nd Avenue | Seattle |
| Tukwila Community Center | 12424 42nd Ave S | Seattle |
| West Seattle Family YMCA | 4515 36th Ave SW | Seattle |
| Center For Human Services | 17018 15th Avenue Northeast | Shoreline |
| Dale Turner Family YMCA: Child Care | 19290 Aurora Avenue North | Shoreline |
| Shoreline Lake Forest Park Senior Center | 18560 1st Avenue Northeast | Shoreline |
| Auburn Valley YMCA | 1620 Perimeter Rd | Auburn |
| YMCA-Burndale Homes Community Center | 1044 18th Street NE | Auburn |

| Organization | Street Address | City |
|---|----------------------------|-------------|
| Burien Community Center | 14700 6th Avenue SW | Burien |
| Federal Way Community Center | 876 S 333rd Street | Federal Way |
| Boys & Girls Club | 30815 8th Ave S | Federal Way |
| Jump Start Boys & Girls Club | 11424 SE 256th Street | Kent |
| Lakewood Community Center | 9112 Lakewood Dr SW #121 | Lakewood |
| Pacific/Algona Community Center | 100-B 3rd Avenue Southeast | Pacific |
| Friends & Servants YMCA | 115 2nd Street SE | Puyallup |
| Matt Griffin YMCA | 3595 S 188th Street | SeaTac |
| Tacoma Senior Services | 747 Market Street | Tacoma |
| Tacoma Center YMCA | 1144 Market Street | Tacoma |
| Sea Mar Community Health Center | 1516 S 11th Street | Tacoma |
| Boys & Girls Club - Al Davies | 1620 17th Street | Tacoma |
| YMCA | 1002 S Pearl Street | Tacoma |
| Puyallup Housing Authority | 6245 21st Street NE | Tacoma |
| Neighborhood Clinic | 1323 I Street Trans | Tacoma |
| Boys & Girls Club | 3875 S 66th Street | Tacoma |
| Mid-County Community Center | 10205 44th Ave E | Tacoma |
| King County Housing Authority | 313 37th Pl SE | Auburn |
| King County Housing Authority | 1424 148th Ave SE | Bellevue |
| Center For Human Services | 18515 92nd Ave NE | Bothell |
| Paralyzed Veterans of America | 616 Southwest 152nd Street | Burien |
| Sea-Mar Community Health Center | 14434 Ambaum Blvd SW | Burien |
| King County Housing Authority | 9926 NE 126th Street | Kirkland |
| Sea Mar CHC | 10217 125th Street Ct E | Puyallup |
| Refugee Women's Alliance | 15245 International Blvd | SeaTac |
| Tacoma Housing Authority | 1728 E 44th Street | Tacoma |
| Korean Women's Association (KWA) | 123 96th Street E | Tacoma |
| King County Housing Authority | 600 Andover Park W | Tukwila |
| Crossroads Community Center | 16000 NE 10th Street | Bellevue |
| Boys & Girls Club | 14220 NE 8th Street | Bellevue |
| Bellevue Family YMCA Child Development Center | 700 108th Ave NE | Bellevue |
| North Bellevue Community Center | 4063 148th Ave NE | Bellevue |
| Northshore YMCA | 11811 NE 195th Street | Bothell |
| North Kirkland Community Center | 12421 103rd Ave NE | Kirkland |

Large-scale poster distribution to the following locations:

| Business Name | Street Address | City |
|------------------------------|--------------------|--------|
| Starbucks | 2505 Suite A | Tacoma |
| 6th Ave Grocery | 7008 6th Ave | Tacoma |
| Highland hills music center | 6814 6th Ave | Tacoma |
| Chevron | 4814 Center Street | Tacoma |
| Taqueria 3 Hermanos | 610 6th Ave | Tacoma |
| The ClubHouse | 6501 6th Ave | Tacoma |
| Grocery Outlet | 6425 6th Ave | Tacoma |
| The Green Room | 6411 6th Ave | Tacoma |
| All green Garden | 6411 6th Ave | Tacoma |
| Kids Kaboodle | 6411 6th Ave | Tacoma |
| Vapor Works | 6411 6th Ave | Tacoma |
| Life Center Thrift Store | 6411 6th Ave | Tacoma |
| Tower Lanes | 6323 6th Ave | Tacoma |
| McDonalds | 6311 6th Ave | Tacoma |
| Redline Motor Sports | 6305 6th Ave | Tacoma |
| Safeway | 6201 6th Ave | Tacoma |
| Emerald City Smoothie | 5977 6th Ave | Tacoma |
| Subway | 5961 6th Ave | Tacoma |
| T-Mobile | 5935 6th Ave | Tacoma |
| Firestone | 5907 6th Ave | Tacoma |
| Columbia Veterinary Hospital | 5916 6th Ave | Tacoma |
| Denny's | 5924 6th Ave | Tacoma |
| Labor Works | 5944 6th Ave | Tacoma |
| Mona Pizza & Pasta | 6104 6th Ave | Tacoma |
| The Loose Wheel Bar & Grill | 6108 6th Ave | Tacoma |
| O'Reilly Auto Parts | 6110 6th Ave | Tacoma |
| The Clover Leaf | 6430 6th Ave | Tacoma |
| Artco | 5401 6th Ave | Tacoma |
| Harbor Freight Tools | 5401 6th Ave | Tacoma |
| Comcast | 5401 6th Ave | Tacoma |
| Sears Outlet | 5401 6th Ave | Tacoma |
| Goodwill | 5401 6th Ave | Tacoma |
| Christmas Shoppe | 5401 6th Ave | Tacoma |
| Les Schwab | 5131 6th Ave | Tacoma |
| Cutterspoint | 100 6th Ave | Tacoma |
| Pizza Hut | 5401 6th Ave | Tacoma |
| Sonic | 5416 6th Ave | Tacoma |
| K-Mart | 5132 6th Ave | Tacoma |
| Discount Medical | 5510 6th Ave | Tacoma |
| Jones Automotive | 5511 6th Ave | Tacoma |
| Tacoma Boys | 5602 6th Ave | Tacoma |
| Vino Aquino | 4417 6th Ave | Tacoma |

| Business Name | Street Address | City |
|----------------------------------|-------------------|--------|
| Jeff's Used Tires | 4301 6th Ave | Tacoma |
| Northwest Float Center | 3907 6th Ave | Tacoma |
| Indoor Gardens | 3833 6th Ave | Tacoma |
| Tacoma Metal Art Center | 3833 6th Ave | Tacoma |
| Triple Play | 3829 6th Ave | Tacoma |
| Rocket Records | 3843 6th Ave | Tacoma |
| Precision Automotive | 3723 6th Ave | Tacoma |
| Golden Oldies Records | 3521 6th Ave | Tacoma |
| Commencement Bay Animal Hospital | 3511 6th Ave | Tacoma |
| All Star Tattoo | 3505 6th Ave | Tacoma |
| Papa Johns | 3411 A 6th Ave | Tacoma |
| Lucky Dog Outfitters | 3411 B 6th Ave | Tacoma |
| Seven Eleven | 3115 6th Ave | Tacoma |
| The Hippie House | 3109 6th Ave | Tacoma |
| Last Stop Computers | 3101 6th Ave | Tacoma |
| Wild Orchid | 3023 6th Ave | Tacoma |
| Tandem | 3019 B 6th Ave | Tacoma |
| Casual Comfort | 3019 A 6th Ave | Tacoma |
| Constellation Art Gallery | 3013 6th Ave | Tacoma |
| Drastic Plastic | 3005 6th Ave | Tacoma |
| Subway | 3004 6th Ave | Tacoma |
| Taco Time | 3915 6th Ave | Tacoma |
| Masa | 2811 6th Ave | Tacoma |
| Pops Liquor | 2805 6th Ave | Tacoma |
| Jazz Bones | 2803 6th Ave | Tacoma |
| Annette B | 2711 6th Ave | Tacoma |
| Crown Bar | 2705 6th Ave | Tacoma |
| Doggy Daycare | 608 N Oaks | Tacoma |
| Tacoma Custom Jewelry | 2610 A 6th Ave | Tacoma |
| High Voltage Records | 2612 6th Ave | Tacoma |
| Grateful Goods Thrift Shop | 2610 B 6th Ave | Tacoma |
| Ballroom Studio | 2608 6th Ave | Tacoma |
| Medis | 2710 6th Ave | Tacoma |
| Crescent Moon | 2712 6th Ave | Tacoma |
| Asado | 2810 6th Ave | Tacoma |
| Starbucks | Suite 101 6th Ave | Tacoma |
| Taco Bell | 2902 6th Ave | Tacoma |
| Shampooch INC | 2914 6th Ave | Tacoma |
| Red Hot | 2915 6th Ave | Tacoma |
| The Wedding Bell | Suite C 6th Ave | Tacoma |
| El Guadalajara | 606 S Junette ST | Tacoma |
| Tacoma Food Coop | 3002 6th Ave | Tacoma |
| Smoke Depot | 3010 6th Ave | Tacoma |

Scoping Summary Report

| Business Name | Street Address | City |
|-------------------------------------|---------------------------------------|---------------|
| Farrellis Pizza | 3518 Suite 100 6th Ave | Tacoma |
| Metronome Coffee | 3518 Suite 101 6th Ave | Tacoma |
| Bronazage | 3518 Suite 102 6th Ave | Tacoma |
| Black Bear | 3602 Suite 101 6th Ave | Tacoma |
| Chroma | 3624 6th Ave | Tacoma |
| Teriyaki Wok | 3702 6th Ave | Tacoma |
| West End | 3840 6th Ave | Tacoma |
| Flaming Dragon | 3912 6th Ave | Tacoma |
| Coen Estates Services | 4304 6th Ave | Tacoma |
| Boost Mobile | 4818 6th Ave Suite 101 | Tacoma |
| Saturn Electronic | 4318 6th Ave Suite 102 | Tacoma |
| Auto Body Inc | 4408 6th Ave | Tacoma |
| 76 | 4401 6th Ave | Tacoma |
| Walgreens | 4401 6th Ave | Tacoma |
| Taiso Fitness | 4315 6th Ave | Tacoma |
| Starbucks | 3720 131st Ave SE | Bellevue |
| Sacks Gourmet Sandwiches | 3640 Factoria Blvd SE #E | Bellevue |
| Great Harvest Bread Co | 3610 Factoria Blvd SE | Bellevue |
| Starbucks | 3560C 131st Ave SE | Bellevue |
| QFC | 3550 Factoria Blvd SE | Bellevue |
| Panera Bread | 4004 Factoria Blvd SE | Bellevue |
| Jamba Juice | 3930 Factoria Square Mall SE Suite B3 | Bellevue |
| Genki Sushi | 3928 Factoria Square Mall SE | Bellevue |
| Seabell Bakery | 12816 Factoria Blvd SE | Bellevue |
| South Gate Oriental Grocery & Gifts | 3900 Factoria Blvd SE | Bellevue |
| Tully's | 3080 148th Ave SE #113 | Bellevue |
| Menchie's | 14865 Main Street | Bellevue |
| Starbucks | 15015 Main Street | Bellevue |
| Starbucks | 2041 148th Ave NE | Bellevue |
| Safeway | 1645 140th Ave NE | Bellevue |
| Overlake Square Mall | 14625 NE 24th Street | Bellevue |
| Starbucks | 2020 148th Ave NE | Bellevue |
| Starbucks | 661 120th Ave NE | Bellevue |
| QFC | 10116 NE 8th Street | Bellevue |
| University Book Store | 990 102nd Ave NE | Bellevue |
| Zeeks Pizza Bellevue | 10201 NE 10th Street | Bellevue |
| Pete's Wine Shop | 134 105th NE Bellevue | Bellevue |
| Broiler Bay | 10636 Main Street | Bellevue |
| Belle Pastry | 10246 A Main Street | Bellevue |
| Gilbert's on Main | 10024 Main Street | Bellevue |
| The Spot Off Main | 20 103rd Ave NE | Bellevue |
| Cupcake Royale | 21 Bellevue Way NE | Mercer Island |
| Max Muscle | 211 Bellevue Way NE | Mercer Island |

| Business Name | Street Address | City |
|---------------------------------|-------------------------|---------------|
| Gourmet Teriyaki | 7671 SE 27th Street | Mercer Island |
| Starbucks | 7620 SE 27th Street | Mercer Island |
| Starbucks | 7695 SE 27th Street | Mercer Island |
| The UPS Store | 7683 SE 27th Street | Mercer Island |
| Albertsons | 2755 77th Ave SE | Mercer Island |
| Han's Garden Chinese Restaurant | 3020 78th Ave SE | Mercer Island |
| Island Books | 3014 78th Ave SE | Mercer Island |
| Seven Star | 2885 78th Ave SE | Mercer Island |
| QFC | 7823 SE 28th Street | Mercer Island |
| Tully's Coffee | 7810 SE 27th Street | Mercer Island |
| Emerald City Smoothie | 7803 78th Ave SE | Redmond |
| Menchie's | 7785 Sunset Hwy SE | Redmond |
| Pacific Northwest Costume | 16134 NE 87th Street | Redmond |
| Bandido's | 16156 NE 87th Street | Redmond |
| Starbucks | 16500 NE 74th Street | Redmond |
| Grand Peking | 8075 161st Ave NE | Redmond |
| Jamba Juice | 16002 Redmond Way | Redmond |
| Top Pot Doughnuts | 16095 Cleveland Street | Redmond |
| Niko Teriyaki | 15920 Redmond Way #102 | Redmond |
| Starbucks | 15738 Redmond Way | Redmond |
| SoulFood Books | 15748 Redmond Way | Redmond |
| Redmond Cigars & Tobacco | 15786 Redmond Way | Redmond |
| QFC | 15800 Redmond Way | Redmond |
| Vitamin Life | 15830 Redmond Way | Redmond |
| Half Price Books | 7805 Leary Way NE | Redmond |
| Redmond Work & Western Wear | 7829 Leary Way NE | Redmond |
| El Toreador Mexican Restaurant | 7845 Leary Way NE | Redmond |
| Carniceria | 16260 Redmond Way Ste 4 | Redmond |
| Redmond's Bar and Grill | 7979 Leary Way NE | Redmond |
| Victor's Celtic Coffee Co. | 7993 Gilman Street | Redmond |
| Haveli Vegetarian Cuisine | 16564 Cleveland Street | Redmond |
| Flying Apron | 16541 Redmond Way | Redmond |
| Redmond Pony Express | 16541 Redmond Way | Redmond |
| Mikie's Brooklyn Bagel & Deli | 16640 Redmond Way | Redmond |
| Safeway | 17246 Redmond Way | Redmond |
| Teriyaki Plus | 11512 124th Ave NE | Kirkland |
| I Love Teriyaki | 12077 124th Ave NE | Kirkland |
| Liquid Lime | 12015 124th Ave NE | Kirkland |
| Sahand Persian Grocery | 12047 124th Ave NE | Kirkland |
| Garlic Jim's | 11523 Avondale Rd NE | Kirkland |
| Starbucks | 12209 NE 85th Street | Kirkland |
| Purified Water To Go | 8512 122nd Ave NE | Kirkland |
| Valhalla Bar & Grill | 8544 122nd Ave NE | Kirkland |

Scoping Summary Report

| Business Name | Street Address | City |
|------------------------------|--------------------------------|----------|
| Taco Del Mar | 210 Main Street | Kirkland |
| Savrika Tea | 115 Kirkland Ave | Kirkland |
| The French Bakery | 219 Kirkland Ave | Kirkland |
| Chasing Light Studios | 223 Kirkland Ave | Kirkland |
| Kirkland Bicycle Bike Shop | 208 Kirkland Ave | Kirkland |
| Pho Tai | 147 Park Ln | Kirkland |
| Rococo | 136 Park Ln | Kirkland |
| Zeeks Pizza | 124 Park Ln | Kirkland |
| Sirena Gelato | 109 Park Ln | Kirkland |
| Simplicity ABC | 107 Park Ln | Kirkland |
| Starbucks | 116 Lake Street S | Kirkland |
| Tully's Coffee | 104 Lake Street S #100 | Kirkland |
| Ben & Jerry's | 176 Lake Street S | Kirkland |
| Kirkland Tattoo Studio | 42 Lakeshore Plaza Dr | Kirkland |
| The Shop | 94 Kirkland Ave | Kirkland |
| The Lodge Sports Grille | 107 Lake Street S | Kirkland |
| Zoka Coffee | 129 Central Way | Kirkland |
| Hanuman Thai Cafe | 115 Central Way | Kirkland |
| Caffe Ladro | 104 Central Way | Kirkland |
| Time Out Sports Bar | 218 Central Way | Kirkland |
| Emerald City Smoothie | 512 Park Place Ctr | Kirkland |
| Kirkland Park Place Cinema 6 | 404 Park Place Ctr | Kirkland |
| Kirkland Arts Center Store | 336 Park Place Center | Kirkland |
| Starbucks | 208 Park Ln | Kirkland |
| QFC | 211 Park Place Ctr | Kirkland |
| PCC Natural Markets | 10718 NE 68th Street | Kirkland |
| Teriyaki Madness | 10600 NE 68th Street | Kirkland |
| Starbucks | 6733 108th Ave NE | Kirkland |
| Healthy Grow | 10 SE Everett Mall Way | Everett |
| Tobacco Joes | 10 SE Everett Mall Way | Everett |
| Car Audio Designs | 10 SE Everett Mall Way | Everett |
| AmPm | 220 Everett Mall Way | Everett |
| Panera | 304 Everett Mall Way | Everett |
| Pho Than Brothers | 500 SE Everett Mall Way #105B | Everett |
| Sevan Pharmacy and Medical | 620 SE Everett Mall Way #210 A | Everett |
| Lucky Buffet | 620 SE Everett Mall Way #888 | Everett |
| Sevan Liquor and Wine | 620 SE Everett Mall Way #225 | Everett |
| Smoke Plus | 620 SE Everett Mall Way #500 | Everett |
| Gyro House | 620 SE Everett Mall Way #400 | Everett |
| La Hacienda | 620 SE Everett Mall Way | Everett |
| Georgio's Subs | 105 Everett Mall Way | Everett |
| Batteries Plus | 909 SE Everett Mall Way | Everett |
| AAA | 909 SE Everett Mall Way | Everett |

| Business Name | Street Address | City |
|----------------------------|-----------------------------|---------|
| Pho Vk | 909 SE Everett Mall Way | Everett |
| Family Christian Stores | 811 Everett mall way | Everett |
| Pho Asia Noodle House | 607 SE Everett Mall way #11 | Everett |
| Jonee's Bake Shop | 607 SE Everett Mall Way#8 | Everett |
| Hawaiian Sun BBQ | 607 SE Everett mall way #4 | Everett |
| Chamaole Pino | 607 SE Everett Mall Way#3 | Everett |
| Taqueria El Rincosito | 607 SE Everett Mall Way | Everett |
| Texaco | 607 SE Everett Mall Way | Everett |
| Starbucks Coffee | 515 SE Everett Mall Way | Everett |
| Sporthaus | 505 SE Everett Mall Way | Everett |
| Toshi's Teriyaki | 3101 Hoyt Ave | Everett |
| Sylvan Learning | 221 SE Everett Mall way #m1 | Everett |
| Broadway Beverage | 811 Everett Mall Way | Everett |
| ampm | 1806 Broadway | Everett |
| Café Dijor | 1822 Broadway | Everett |
| JC Teriyaki | 2116 19th Street | Everett |
| Ruen Thai | 1931 Broadway | Everett |
| Tobacco Hut | 1917 Broadway | Everett |
| Noble Palace | 1912 Broadway | Everett |
| Hand to Hand Used clothing | 2024 Broadway Ave | Everett |
| Ok Smoke mart | 2102 Broadway | Everett |
| Ray's Smoke Shop | 2406 Broadway | Everett |
| Starbucks Coffee | 2615 Broadway | Everett |
| QFC | 2615 Broadway | Everett |
| Moddejonge's herbals | 1905 ½ Hewitt Ave | Everett |
| Liquor and Wine | 1907 Hewitt Ave | Everett |
| Papa's Mexican Grill | 1909 Hewitt Ave | Everett |
| Tommy's Guitar Shop | 1911 Hewitt Ave | Everett |
| Brooklyn Bros. Pizzeria | 1919 Hewitt Ave | Everett |
| Sidekicks Grill and Lounge | 1709 Hewitt Ave | Everett |
| refresh | 2829 Wetmore Ave | Everett |
| Café Zippy | 2811 Wetmore Ave | Everett |
| Trinity Lutheran College | 2802 Wetmore Ave | Everett |
| Starbucks | 2823 Colby Ave | Everett |
| Major League Pizza | 2811 Colby Ave | Everett |
| Z's Gourmet Burger | 2811 A Colby Ave | Everett |
| El Paraiso | 2801 Colby Ave | Everett |
| Tokyo Teriyaki | 2804 Colby Ave | Everett |
| Norbona Foodmart | 3027 Broadway | Everett |
| China Doll Restaurant | 3001 Broadway | Everett |
| Fish Tale Brew Pub | 2019 Hewitt Ave | Everett |
| Ynot Sports Pub & Grub | 2015 Hewitt Ave | Everett |
| Thai Gusio | 2011 Hewitt Ave | Everett |

Scoping Summary Report

| Business Name | Street Address | City |
|------------------------------|-------------------------------|----------|
| Firewheel | 2727 Colby Ave | Everett |
| Strawberry Patch Café | 2718 Colby Ave | Everett |
| A-1 Smoke and Grocery | 2625 Colby Ave | Everett |
| Four Seasons Barber | 2625 2-C Colby Ave | Everett |
| Kate's Greek & American Deli | 2512 Colby Ave | Everett |
| Screen Printing | 2526 Colby Ave | Everett |
| Everett Packman | 2614 Colby Ave A | Everett |
| Mermaid Café | 2932 Colby Ave | Everett |
| Kama Aina Grindz | 2933 Colby Ave | Everett |
| Majestic Café | 2929 Colby Ave | Everett |
| Star Mini Mart | 1418 Hewitt Ave | Everett |
| Kroakers | 3021 Colby Ave | Everett |
| Café Amore | 2819 Rucker | Everett |
| Sol Food | 1405 Hewitt Ave | Everett |
| Amante Pizza and Pasta | 1409 Hewitt Ave | Everett |
| Plaza Café | 3000 Rockefeller Ave | Everett |
| Robert J. Drewel Building | 3000 Rockefeller Ave | Everett |
| Administration Building West | 3000 Rockefeller Ave | Everett |
| 7 Eleven | 1611 Pacific Ave | Everett |
| Best Tobacco | 1506 Pacific Ave | Everett |
| Toshi's Teriyaki | 3101 Hoyt Ave | Everett |
| Schack art center | 2921 Hoyt Ave | Everett |
| Yummy Teriyaki | 1422 Hewitt Ave | Everett |
| Everett Tires & Automotive | 2828 Hoyt Ave | Everett |
| Arigato Teriyaki | 4030 Hoyt Ave | Everett |
| 3231 Creatives | 3231 Broadway, | Everett |
| Buzz Inn | 3615 Broadway | Everett |
| Teriyaki and Wok | 3625 Broadway | Everett |
| Red Rock Subs | 3514 Broadway | Everett |
| Smoke n Food Gifts | 3818 Broadway | Everett |
| Barber Shop | 3416 Broadway | Everett |
| Fred Meyer | 4615 196th ST SW | Lynnwood |
| Espresso Buono | 5106 196th ST SW | Lynnwood |
| Todo Mexico | 4926 196th ST SW | Lynnwood |
| Kabayan Asian Mart | 19709 Scriber Lake Road | Lynnwood |
| Safeway | 19715 196th Street | Lynnwood |
| L & L Hawaiian BBQ | 19709 Hwy 99 | Lynnwood |
| Labor Works | 19715 Scriber Lake Rd Suite A | Lynnwood |
| Taqueria El Antojo | 20629 Hwy 99 | Lynnwood |
| Rodeo Inn | 20707 Hwy 99 | Lynnwood |
| Shake N Go | 3710 Broadway | Everett |
| Starbucks | 19038 Interurban Ave | Tukwila |
| Acme Bowl | 100 Andover Park W | Tukwila |

| Business Name | Street Address | City |
|------------------------------------|----------------------------------|------------|
| Sprint | 100 Andover Park W # 110 | Tukwila |
| Qdoba Mexican Grill | 100 Andover Park W | Tukwila |
| LA Fitness | 350 Baker Blvd | Tukwila |
| Guitar Center | 230 Andover Park W | Tukwila |
| Starbucks | 300 Andover Park W | Tukwila |
| Barnes and Nobel | 300 Andover Park W | Tukwila |
| Starbucks | 333 Strandler Blvd | Tukwila |
| Performance Bicycle | 351 Strandler Blvd | Tukwila |
| Best Cafe Teriyaki | 10990 East Marginal Way S | Tukwila |
| BECU coffee shop | 12770 Gateway Dr | Tukwila |
| ITT Tech | 12720 Gateway Dr #100 | Tukwila |
| AMPM | 15252 Tukwila International Blvd | Tukwila |
| Mc Donald's | 15210 Pacific Hwy S | Tukwila |
| Food Mart Chevron | 19923 Pacific Hwy S | Tukwila |
| Taco Time | 15037 International Blvd | Tukwila |
| Bakaro Mall | 15245 International Blvd | SeaTac |
| India Plaza | 15245 International Blvd | SeaTac |
| El Rinconcito | 15245 International Blvd | SeaTac |
| Sea Tac Wireless | 15245 International Blvd | SeaTac |
| Riverton Heights Post Office | 15250 32nd Ave S | SeaTac |
| Fred Meyer | 14300 1st Ave S | Burien |
| Toshio's | 14200 1st Ave S | Burien |
| Gyros Falafel | 14200 1st Ave S #2 | Burien |
| Starbucks | 116 SW 148th | Burien |
| Burien Cleaners | 116 SW 148th Street #D200 | Burien |
| Pizza Palace | 116 SW 148th Street | Burien |
| Taco Del Mar | 116 SW 148th #D170 | Burien |
| Emerald City Smoothie | 126 SW 148th Street #C170 | Burien |
| Dino's Gyros | 126 SW 148th Street #C | Burien |
| Tim's Sports Cards and Coffee Shop | 15511 1st Ave S | Burien |
| Starbucks | 17829 1st Ave S | Normandy |
| Super Bowl Pho | 21831 Marine View Dr | Des Moines |
| Maytag Commercial Equipment | 21831 Marine View Dr | Des Moines |
| Spyros Gyros | 21851 Marine View Drive S | Des Moines |
| Marine View Espresso | 21904 Marine View Drive S | Des Moines |
| Des Moines Public Library | 21620 11th Ave S | Des Moines |
| Gina's hair Mens & Women's | 21628 Pacific Hwy | Des Moines |
| Cemilas Tepeaca 2 | 21627 Pacific Hwy | Des Moines |
| Bob's Burgers | 20054 Pacific Hwy | Des Moines |
| Starbucks | 6719 S 211th | Kent |
| Aloha Hawaiian Grill | 18016 71st Ave S #102 | Kent |
| Best Cleaners | 18012 West Valley Hwy S #102 | Kent |
| Shake and Go Kent | 18012 West Valley Hwy #104 | Kent |

Scoping Summary Report

| Business Name | Street Address | City |
|------------------------------------|------------------------------|-------------|
| Gyros House | 815 N. 10th Street #A | Renton |
| Top Pot Doughnuts | 828 N 10th Pl | Renton |
| University Book Store | 800 10th Pl Suite A | Renton |
| Potbelly Sandwiches | 727 N. 10th | Renton |
| Jimmy Johns | 804 N Landing Way | Renton |
| Famous Footwear | 828 N. 10th Pl | Renton |
| Seattle's Best Coffee | 365 Renton Center Way SW | Renton |
| Fred Meyer | 365 Renton Center Way SW | Renton |
| Tukwila Community Center | 12424 42nd Ave S | Tukwila |
| Tukwila Pool | 4414 S 144th ST | Tukwila |
| Foster Library | 4060 S 144th ST | Tukwila |
| Hi Def Cuts | 4021 S. 144th | Tukwila |
| Liquor Store | 18000 International Blvd. #1 | Tukwila |
| Juba Cafe | 14223 International Blvd | Tukwila |
| Redog Tanning | 14227 International Blvd | Tukwila |
| Bartell Drugs | 14227 Pacific Hwy S | Tukwila |
| Boost Mobile | 387 Strandler Blvd | Tukwila |
| Starbucks | 27027 Pacific Hwy S | Kent |
| Goodwill | 23313 Pacific Hwy S | Kent |
| The Market at La Plaza | 23201 Pacific Hwy S | Kent |
| The Market at La Plaza | 23021 Pacific Hwy S | Kent |
| Quingeanera | 23223 Pacific Hwy S | Kent |
| LH Foot Care Massage | 23301 Pacific Hwy S | Kent |
| Los Cabos Mexican Restaurant | 23223 Pacific Hwy S | Kent |
| Konich's Teriyaki | 23217 Pacific Hwy S | Kent |
| UW Medicine Kent/Des Moines Clinic | 23213 Pacific Hwy S | Kent |
| Sally's Beauty Supply | 23231 Pacific Hwy S | Kent |
| Highline Hamburgers | 23629 Pacific Hwy S | Kent |
| Starbucks | 23325 Pacific Hwy S | Kent |
| Starbucks | 24130 Pacific Hwy | Kent |
| Subs 2 Go | 30 Logan Ave S | Renton |
| All State Insurance | 2210 S 320th | Federal Way |
| E Mart | 2200 S 320th Ste B | Federal Way |
| Evergreen Supermarket | 2200 S 320th Ste B | Federal Way |
| Comics Toys | 2120 S 320th Street #C12 | Federal Way |
| Ai Teriyaki | 2120 S 320th #C3 | Federal Way |
| World Mission Tae Kwon Do | 518 S 321st #7B | Federal Way |
| 3 Amigos Vaqueras | 2016 S 320th Street #J | Federal Way |
| Kozmoz Massage | 2020 S 320th #A | Federal Way |
| Best Wireless Store | 2016 S 320th Street # L | Federal Way |
| Gig Universal | 2016 S 320th | Federal Way |
| Pho Papa | 2020 S. 320th #1 | Federal Way |
| Mi Tiendita Latina II | 2020 S 320th Street # K | Federal Way |

| Business Name | Street Address | City |
|---------------------------------|--------------------------|-------------|
| Al's Music | 2020 S 320th Street | Federal Way |
| Desert Industries | 2200 S. 320th Street #1A | Federal Way |
| Korean Traditional Beef Soup | 31248 Pacific Hwy #7 | Federal Way |
| Taqueria La Tentacion | 31248 Pacific Hwy S #B | Federal Way |
| Natural Health Mart | 31248 Pacific Hwy S #A1 | Federal Way |
| I Love Ramen | 31254 Pacific Hwy S | Federal Way |
| Mi Rak Restaurant | 31260 Pacific Hwy S | Federal Way |
| Professional Hair Art | 31260 Pacific Hwy S | Federal Way |
| Albertson's | 31009 Pacific Hwy | Federal Way |
| Federal Way Boys and Girls Club | 30815 8th Ave S | Federal Way |
| Federal Way Library | 848 S 320th Street | Federal Way |
| Future Cuts | 2210 S 320th | Federal Way |

Examples of translated posters:

Sound Transit
的下一站應該
在哪裡?

規畫本地區公共交通的未來

● 參加評議活動
● 給我們發電子郵件
● 填寫我們的在線問卷

每天都有成千上萬的人搭乘Sound Transit的列車和公共汽車。同時我們的人口也在增長。讓我們一起來規劃未來。決定公共交通工具的未來發展方向。

環境影響評議階段：2013年10月25日—2013年11月25日

需要更多資訊，請聯繫：
soundtransit.org/LongRangePlan
LongRangePlan@soundtransit.org @SoundTransit 或 Sound Transit
206-902-7000

在晚上舉辦的評議會
5:30—8:00
(報名時間：6:15)

Seattle — 11月12日，星期二
Seattle University Campus Ballroom
914 E. Jefferson St.

Federal Way — 11月13日，星期三
Federal Way Community Center
876 S. 333rd St.

Redmond — 11月14日，星期四
Redmond Marriott
7401 164th Ave. N.E.

Tacoma — 11月18日，星期一
Tacoma Convention Center
1500 Broadway

Everett — 11月19日，星期二
Eisenhower Middle School
10200 25th Ave. S.E.

在白天舉行的評議會
上午11:30—下午1:30
Seattle — 11月21日，星期四
Union Station
401 S. Jackson St.

SOUNDTRANSIT

Sound Transit
서비스가 이제 어디로
찾아 가야 할까요?

**우리 지역 대중 교통,
다함께 설계합니다.**

● 이벤트 참여
● 이메일 참여
● 온라인 설문조사 참여

매일 수천 명의 사람들이 Sound Transit 기차와 버스를 이용하고 있으며, 이용 승객의 수가 점점 증가하고 있습니다. 현재 이르면 확정된 프로젝트가 완공되는 2023년 이후를 위하여 대중교통 장기 계획을 조정하고, 확정 방향을 결정하는 데 여러분의 도움이 필요합니다.

환경 부분 의견 제출 기간:
2013년 10월 25일 ~ 11월 25일

추가 정보 안내
soundtransit.org/LongRangePlan
LongRangePlan@soundtransit.org @SoundTransit 或 Sound Transit
문의할 때 206-902-7000에 전화해 주십시오.

저녁 시간 행사
오후 5:30 ~ 8:00
(오후 6:15 보고 발표)

사예를 - 11월 12일 화요일
Seattle University Campus Ballroom
914 E. Jefferson St.

페더럴 웨이 - 11월 13일 수요일
Federal Way Community Center
876 S. 333rd St.

레드몬드 - 11월 14일 목요일
Redmond Marriott
7401 164th Ave. N.E.

타코마 - 11월 18일 월요일
Tacoma Convention Center
1500 Broadway

에버렛 - 11월 19일 화요일
Eisenhower Middle School
10200 25th Ave. S.E.

낮 시간 행사
오후 11:30 ~ 오후 1:30
시애틀 - 11월 21일 목요일
Union Station
401 S. Jackson St.

SOUNDTRANSIT



**В каком направлении
должны развиваться
услуги Sound Transit?**

Помогите определить будущее общественного транспорта в регионе

● **ПОСЕТИТЕ
МЕРОПРИЯТИЯ**
● **НАПИШИТЕ НАМ ПО
ЭЛЕКТРОННОЙ ПОЧТЕ**
● **ПРОЙДИТЕ ОПРОС В
ИНТЕРНЕТЕ**

Каждый день тысячи людей пользуются услугами общественного транспорта в метрополитенском районе Sound Transit, и население региона растет. Помогайте вместе определять, как региональный транспорт должен развиваться, какие сервисы должны быть и как сделать услуги общественного транспорта еще лучше, чем современные варианты, которые будут доступны в 2033 году.

Период комментариев на тему экологических факторов:
25 октября – 25 ноября 2013 г.

Дополнительная информация
soundtransit.org/eng/feedback
soundtransit@enr.com 1-800-333-4600

В вечернее время
17:30 – 20:00, начало презентации в 18:15

Сеза – вторник, 12 ноября
Seattle University Campus Ballroom
914 E. Jefferson St.

Федерал-Уэй – среда, 13 ноября
Federal Way Community Center
876 S. 333rd St.

Редмонд – четверг, 14 ноября
Redmond Marriott
1401 164th Ave. NE.

Такома – понедельник, 18 ноября
Tacoma Convention Center
1500 Broadway

Лейкерс – вторник, 19 ноября
Eisenhower Middle School
10300 29th Ave. SE.

В дневное время
11:30 – 13:30

Сеза – четверг, 21 ноября
Union Station
401 S. Jackson St.

Присоединяйтесь к нам на мероприятии, чтобы узнать больше о Sound Transit, и помогите нам определить будущее общественного транспорта в метрополитенском районе Sound Transit. Мы хотим услышать ваши мысли, чтобы мы могли лучше обслуживать вас в будущем.

Sound Transit – крупнейший в мире оператор общественного транспорта, который предоставляет услуги в метрополитенском районе Sound Transit. Мы хотим услышать ваши мысли, чтобы мы могли лучше обслуживать вас в будущем.

Sound Transit / Sound Transit, 401 S. Jackson St., Seattle WA 98104 | 1-800-333-4600 | soundtransit.org

Sound Transit is a 501(c)(3) non-profit organization. We are not affiliated with the Sound Transit Authority. We are not responsible for the actions of the Sound Transit Authority. We are not responsible for the actions of the Sound Transit Authority.

SOUND TRANSIT



¿Dónde deberían ir luego los servicios de Sound Transit?

Ayude a decidir el futuro del transporte público regional

- ASISTA A EVENTOS
- ENVÍENOS CORREOS ELECTRÓNICOS
- TOME NUESTRA ENCUESTA EN LÍNEA

Cada día, miles de personas viajan en los trenes y autobuses de Sound Transit, y nuestra población está creciendo. Ayude a actualizar el Plan de Largo Alcance y decidir dónde debería expandirse el transporte público luego de que se completen los proyectos actuales aprobados por los votantes en 2002.

Periodo para comentarios al alcance ambiental: 25 de octubre al 25 de noviembre de 2013

Para más información

soundtransit.org/plan/ptg/ptn @SoundTransit @ Sound Transit
 LongRangePlan@soundtransit.org ¿Tiene una pregunta? Llame al 206-953-7000

Para solicitar acomodaciones para personas con discapacidades o para información en formatos alternativos, llame al 1-800-328-4269 / TTY: 711 o envíe un correo electrónico a accessibility@soundtransit.org.

Sound Transit's policies, procedures y reglas las siguientes y servicios de transporte regional para mejorar la movilidad para cualquier PTG.

Sound Transit / Unión Regional, 401 S. Jackson St., Seattle, WA 98104 / 1-800-328-4269 / TTY: 711
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**Dịch vụ Sound Transit
nên có ở đâu trong
thời gian sắp tới?**

- **THAM DỰ CÁC SỰ KIỆN**
- **GỬI ĐIỂN THƯ CHO CHÚNG TÔI**
- **ĐIỂN BÀN THAM DÕY KIẾN TRÚC VÀNG TRƯỚC CHUNG TÔI**

Mỗi ngày, hàng ngàn người đi nhà xe và xe buýt của Sound Transit, và đến từ các vùng nông thôn cũng như thị trấn gần nhất: Long Range Ranch (phía Bắc Hesperia) và các quận khác nằm một tiếng lái xe hoặc chuyến công cộng công đầu sau khi các an ninh để chờ đợi chấp thuận sẽ hoàn thiện vào năm 2023.

Giai đoạn nhận xét về phạm vi mới trong: **Ngày 25 tháng Mười**
– ngày 25 tháng Mười 2023

Các sự kiện ban đêm

5 giờ 30 đến 8 giờ tối,
có thuyết trình lúc 6 giờ 15 tối.

Seattle – thủ đô, ngày 12 tháng Mười Một

Seattle University Campus Ballroom (Phòng Khele Vu Campus Trường Đại Học Seattle)
914 E. Jefferson St.

Seattle – thủ đô, ngày 13 tháng Mười Một

Seattle Urban Community Center
(Trung Tâm Cộng Đồng Địa Phương)
809 S. 333rd St.

Redmond – thủ Nam, ngày 14 tháng Mười Một

Redmond Marriott
7401 164th Ave. NE.

Tacoma – thủ Hai, ngày 18 tháng Mười Một

Tacoma Convention Center
(Trung Tâm Hội Thảo Tacoma)
1500 Broadway

Everett – thủ Ba, ngày 19 tháng Mười Một

Everett – thủ Ba, ngày 19 tháng Mười Một
Everett High Middle School
(Trường Trung Học Everett)
10200 25th Ave. S.E.

Sự kiện ban ngày

11 giờ 30 sáng đến 1 giờ 30 chiều
Seattle – thủ Nam, ngày 21 tháng Mười Một
Union Station (Trạm Union)
401 S. Jackson St.

Để biết thêm tin tức



Where should Sound Transit services go next?

Shape the future of regional mass transit

- **ADDENT EVENTS**
- **EMAIL US**
- **TAKE OUR ONLINE SURVEY**

Every day, thousands of people ride Sound Transit trains and buses, and our population is growing. Help update the Long-Range Plan and decide where mass transit could expand after current voter-approved projects are complete in 2023.

Environmental social comment period: October 25 - November 25, 2013

Evening events

5:30 to 8 p.m. with a presentation at 6:15 p.m.

Seattle – Tuesday, Nov. 12
Seattle University Campton Ballroom
914 E. Jefferson St.

Federal Way – Wednesday, Nov. 13
Federal Way Community Center
876 S. 333rd St.

Redmond – Thursday, Nov. 14
Redmond Marriott
7401 164th Ave. N.E.

Tacoma – Monday, Nov. 18
Tacoma Convention Center
1500 Broadway

Everett – Tuesday, Nov. 19
Eisenhower Middle School
10200 25th Ave. S.E.

Daytime event
11:30 a.m. to 1:30 p.m.
Seattle – Thursday, Nov. 21
Union Station
401 S. Jackson St.

For more information

soundtransit.org/longrangeplan
mail@soundtransit.org @SoundTransit #SoundTransit

Have a question? Call 206-933-7000

To request accommodations for persons with disabilities or for information in alternative formats, call 1-800-231-4900 / TTY Relay: 711 or email accessibility@soundtransit.org

Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.

Sound Transit System, 601 3rd Avenue, Seattle, WA 98104 / 1-800-231-4900 / TTY Relay: 711
www.soundtransit.org / www.soundit.org

Press the information icon in the bottom corner of a website to learn more about the website.

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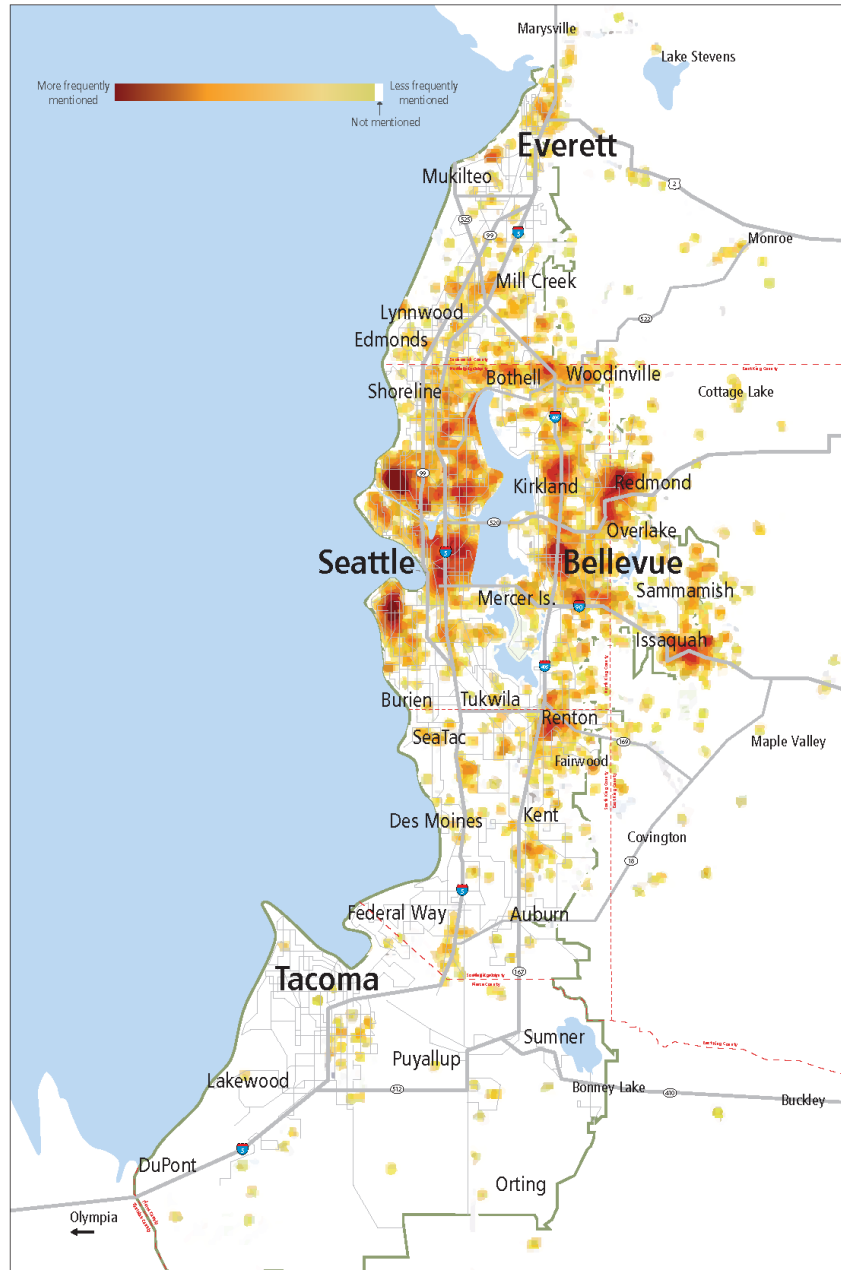


Appendix B “Dot Exercise” Results

Where do East King County scoping participants want to go?

Through the online survey and public meetings, participants were shown a map of the Puget Sound region and were asked to place “pins” (online survey) or sticky dots (public meetings) where they would like to take transit. Participants in this activity were self-selected and the results are not statistically valid.

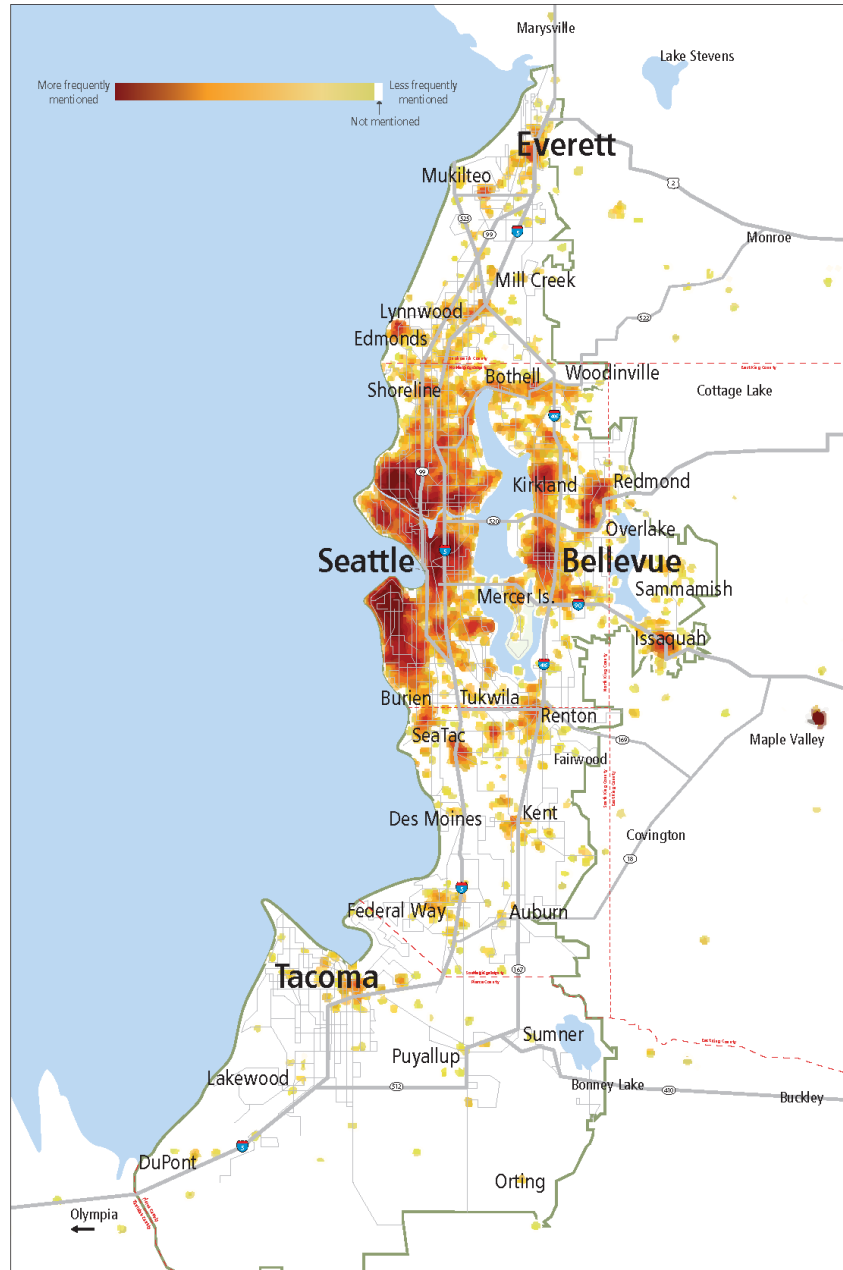
The map below represents where scoping participants from East King County indicated they would like to go, based on origin zip code provided.



Where do North King County scoping participants want to go?

Through the online survey and public meetings, participants were shown a map of the Puget Sound region and were asked to place “pins” (online survey) or sticky dots (public meetings) where they would like to take transit. Participants in this activity were self-selected and the results are not statistically valid.

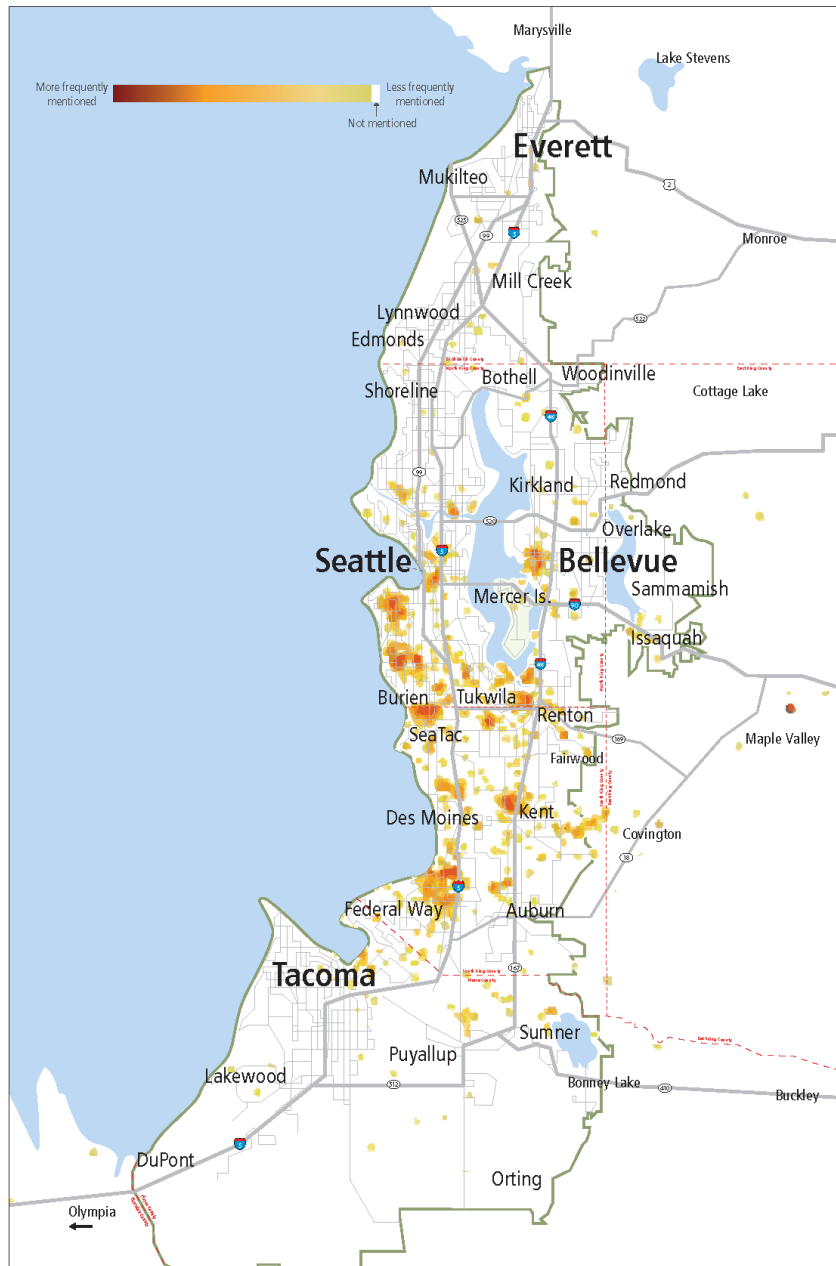
The map below represents where scoping participants from North King County indicated they would like to go, based on origin zip code provided.



Where do South King County scoping participants want to go?

Through the online survey and public meetings, participants were shown a map of the Puget Sound region and were asked to place “pins” (online survey) or sticky dots (public meetings) where they would like to take transit. Participants in this activity were self-selected and the results are not statistically valid.

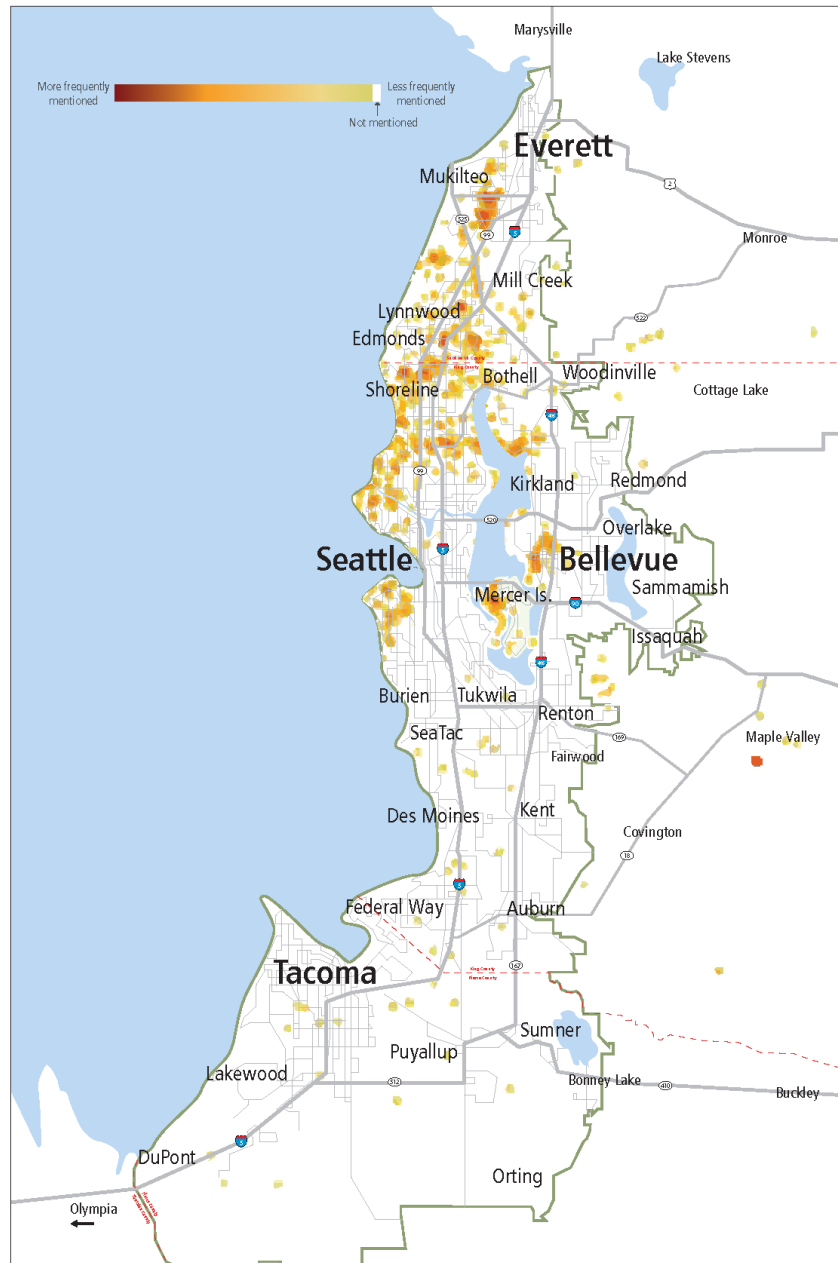
The map below represents where scoping participants from South King County indicated they would like to go, based on origin zip code provided.



Where do Snohomish County scoping participants want to go?

Through the online survey and public meetings, participants were shown a map of the Puget Sound region and were asked to place “pins” (online survey) or sticky dots (public meetings) where they would like to take transit. Participants in this activity were self-selected and the results are not statistically valid.

The map below represents where scoping participants from Snohomish County indicated they would like to go, based on origin zip code provided.



Where do Pierce County scoping participants want to go?

Through the online survey and public meetings, participants were shown a map of the Puget Sound region and were asked to place “pins” (online survey) or sticky dots (public meetings) where they would like to take transit. Participants in this activity were self-selected and the results are not statistically valid.

The map below represents where scoping participants from Pierce County indicated they would like to go, based on origin zip code provided.



Appendix C

Topline Results of the Online Survey

Background

In embarking on the Long-Range Plan (LRP) effort, understanding community sentiment and interest in transit around Puget Sound will be important for decision-makers, opinion leaders and the general public. An online questionnaire/survey was implemented to gather feedback as part of the scoping process to inform development of alternatives to be examined in the LRP Draft SEIS.

Implementation Steps

The following steps were used for implementation:

- Run dates: questionnaire – October 25 – November 25, 2013
- Link to questionnaire via LRP website
- Methods for data verification:
 - IP Address for potential auto-populate of survey
 - “Blanks” removed from each question results; totals are based on those who answered each question, unless where shown (e.g., those who omitted demographics information)

Questions and Results

Total Surveys: 11,282 (answered at least one question)

Demographics

Please let us know the zip code where you live

| Subarea | Total Received | % |
|--|----------------|--------|
| NORTH KING COUNTY | 4183 | 37.08% |
| EAST KING COUNTY, NORTH KING COUNTY | 2121 | 18.80% |
| NORTH KING COUNTY, SOUTH KING COUNTY | 1211 | 10.73% |
| EAST KING COUNTY | 804 | 7.13% |
| PIERCE COUNTY | 517 | 4.58% |
| N/A | 412 | 3.65% |
| EAST KING COUNTY, NORTH KING COUNTY, SOUTH KING COUNTY | 351 | 3.11% |
| SNOHOMISH COUNTY | 338 | 3.00% |
| NORTH KING COUNTY, SNOHOMISH COUNTY | 321 | 2.85% |
| SOUTH KING COUNTY | 261 | 2.31% |
| PIERCE COUNTY, SOUTH KING COUNTY | 232 | 2.06% |
| EAST KING COUNTY, SNOHOMISH COUNTY | 191 | 1.69% |
| EAST KING COUNTY, NORTH KING COUNTY, SNOHOMISH COUNTY | 165 | 1.46% |
| EAST KING COUNTY, SOUTH KING COUNTY | 154 | 1.37% |
| NORTH KING COUNTY, SOUTH KING COUNTY, PIERCE COUNTY | 20 | 0.18% |
| SOUTH KING COUNTY, PIERCE COUNTY | 1 | 0.01% |
| Grand Total | 11,282 | 100% |

| Zip Subarea, Neighborhood (>50 received) | Quantity | Neighborhood |
|---|----------|--------------------------------------|
| 98116: NORTH KING COUNTY | 782 | West Seattle |
| 98107: NORTH KING COUNTY | 558 | Ballard |
| 98126: NORTH KING COUNTY, SOUTH KING COUNTY | 554 | West Seattle/White Center |
| 98122: EAST KING COUNTY, NORTH KING COUNTY | 538 | Capitol Hill/Madrona |
| 98103: NORTH KING COUNTY | 517 | Fremont, Phinney, Greenwood |
| 98136: NORTH KING COUNTY | 479 | West Seattle |
| 98117: NORTH KING COUNTY | 447 | Ballard |
| 98102: NORTH KING COUNTY | 429 | Eastlake/Capitol Hill |
| 98106: NORTH KING COUNTY, SOUTH KING COUNTY | 364 | West Seattle, Delridge, White Center |
| 98115: EAST KING COUNTY, NORTH KING COUNTY | 348 | Greenlake, Maple Leaf, Sand Point |
| 98105: EAST KING COUNTY, NORTH KING COUNTY | 308 | U-District |
| 98118: EAST KING COUNTY, NORTH KING COUNTY, SOUTH KING COUNTY | 242 | Rainier Valley, Columbia City |
| 98109: NORTH KING COUNTY | 237 | Queen Anne, South Lake Union |
| 98112: EAST KING COUNTY, NORTH KING COUNTY | 227 | Madison Park, Montlake |
| 98144: EAST KING COUNTY, NORTH KING COUNTY | 209 | Mt. Baker, Beacon Hill |
| 98125: EAST KING COUNTY, NORTH KING COUNTY | 208 | Northgate, Lake City |
| 98052: EAST KING COUNTY | 197 | Redmond |
| 98101: NORTH KING COUNTY | 170 | Downtown Seattle |
| 98119: NORTH KING COUNTY | 165 | Queen Anne |
| 98146: NORTH KING COUNTY, SOUTH KING COUNTY | 162 | West Seattle, White Center, Burien |
| 98121: NORTH KING COUNTY | 151 | Downtown Seattle |
| 98133: NORTH KING COUNTY, SNOHOMISH COUNTY | 140 | Shoreline, Bitter Lake |
| 98108: NORTH KING COUNTY, SOUTH KING COUNTY | 123 | Beacon Hill, Georgetown, South Park |
| 98033: EAST KING COUNTY, NORTH KING COUNTY | 111 | Kirkland, Bellevue |
| 98034: EAST KING COUNTY, NORTH KING COUNTY | 105 | Kirkland, Woodinville |
| 98199: NORTH KING COUNTY | 102 | Magnolia |
| 98004: EAST KING COUNTY | 98 | Bellevue |
| 98104: NORTH KING COUNTY | 97 | Downtown Seattle |
| 98155: EAST KING COUNTY, NORTH KING COUNTY, SNOHOMISH COUNTY | 93 | Lake Forest Park, Shoreline |
| 98012: SNOHOMISH COUNTY | 76 | Mill Creek |
| 98027: EAST KING COUNTY | 72 | Issaquah |
| 98028: EAST KING COUNTY, NORTH KING COUNTY, SNOHOMISH COUNTY | 71 | Kenmore |
| 98405: PIERCE COUNTY | 71 | Tacoma (Central) |
| 98166: SOUTH KING COUNTY | 68 | Burien, Normandy Park |
| 98201: SNOHOMISH COUNTY | 67 | Everett |
| 98006: EAST KING COUNTY | 67 | Bellevue |
| 98168: EAST KING COUNTY, NORTH KING COUNTY, SOUTH KING COUNTY | 64 | Tukwila, SeaTac |
| 98026: NORTH KING COUNTY, SNOHOMISH COUNTY | 61 | Edmonds |
| 98023: PIERCE COUNTY, SOUTH KING COUNTY | 61 | Federal Way (Twin Lakes) |
| 98036: EAST KING COUNTY, SNOHOMISH COUNTY | 59 | Lynnwood |

| Zip Subarea, Neighborhood (>50 received) | Quantity | Neighborhood |
|--|----------|----------------------|
| 98058: EAST KING COUNTY, SOUTH KING COUNTY | 57 | Renton (Fairwood) |
| 98029: EAST KING COUNTY | 56 | Issaquah |
| 98177: NORTH KING COUNTY, SNOHOMISH COUNTY | 55 | Broadview, Shoreline |
| 98040: EAST KING COUNTY, NORTH KING COUNTY | 55 | Mercer Island |
| 98198: SOUTH KING COUNTY | 54 | Des Moines |
| 98056: EAST KING COUNTY | 50 | Renton, Newcastle |
| 98031: SOUTH KING COUNTY | 49 | Kent |

| Gender | % |
|--------|--------|
| Female | 39.43% |
| Male | 59.91% |
| Other | 0.65% |

| Age | % |
|---------|--------|
| <18 | 0.45% |
| 18 - 25 | 13.15% |
| 26 - 35 | 37.10% |
| 36 - 45 | 23.41% |
| 46 - 55 | 13.56% |
| 56 - 65 | 8.76% |
| 66-75 | 3.04% |
| 76+ | 0.55% |

| Household members with drivers' license | % |
|---|--------|
| 0 | 2.06% |
| 1-2 | 84.01% |
| 3-4 | 12.23% |
| More than 4 | 1.70% |

| Household members who are transit riders | % |
|--|--------|
| 0 | 13.65% |
| 1-2 | 76.92% |
| 3-4 | 8.46% |
| More than 4 | 0.97% |

| Ethnicity | % |
|------------------------------------|--------|
| Asian/Pacific Islander | 4.90% |
| Black or African American | 0.96% |
| Hispanic or Latino | 2.33% |
| Native American or American Indian | 0.61% |
| Other | 3.92% |
| White | 75.55% |
| Did not specify | 11.73% |

| Household Income | % |
|----------------------|--------|
| Below \$20,000 | 3.56% |
| \$21,000 - \$30,000 | 4.41% |
| \$31,000 - \$40,000 | 5.13% |
| \$41,000 - \$50,000 | 5.89% |
| \$51,000 - \$60,000 | 6.09% |
| \$61,000 - \$70,000 | 6.99% |
| \$71,000 - \$100,000 | 17.49% |
| \$101,000 or more | 35.02% |
| Did not specify | 15.41% |

Answers to content questions

1. Did you use public transportation today to get to your destinations?

| | % |
|-----|--------|
| Yes | 76.50% |
| No | 23.50% |

2. If yes, what kind of transit options do you use today in King, Pierce and Snohomish counties? (Check all that apply)

| Type of Transit used | % of all respondents* |
|---|-----------------------|
| Sounder commuter rail | 12% |
| Central Link light rail | 34% |
| Tacoma Link light rail | 4% |
| ST Express buses | 24% |
| King County Metro bus service/RapidRide | 65% |
| Community Transit bus service/SWIFT bus rapid transit | 7% |
| Pierce Transit | 3% |
| Everett Transit | 2% |
| Intercity Transit | 1% |
| Vanpool | 1% |
| DART service/Access | 1% |
| Washington State Ferries | 26% |
| King County Water Taxi | 12% |
| Other | 3% |

*Will be >100% due to ability to answer multiple questions.

3. When I compare my commute or most frequent trips to five years ago, I generally am:

| | % |
|--------------------------------------|--------|
| Using transit options more | 45.90% |
| Using transit options about the same | 33.72% |
| Using transit options less | 20.38% |

4. What is the overall importance you put on expanding regional transit services on a scale of 1 to 5 [5 is extremely important]

| SNOHOMISH COUNTY | 4.76 |
|---|------|
| NORTH KING COUNTY | 4.70 |
| N/A (no zip code provided, or outside district) | 4.61 |
| PIERCE COUNTY | 4.58 |
| EAST KING COUNTY | 4.40 |
| SOUTH KING COUNTY | 4.37 |
| Overall average | 4.65 |

5. Please rank the following regional transit system goals and options on a scale of 1 to 5 reflecting what is important to you [5 is “extremely important”]:

| | % |
|---|------|
| Reliability of service | 4.62 |
| Frequency of service | 4.46 |
| Speed of service | 4.31 |
| High-capacity service in response to rising population | 4.15 |
| Promote livable communities with where more people have close access to transit | 4.01 |
| Improve connections between regional and local transit services | 3.92 |
| Protect our environment | 3.78 |
| Contribute to the region’s economic vitality | 3.64 |
| Increase pedestrian access at facilities | 3.56 |
| Increase bicyclist access at facilities | 3.18 |
| Increase parking at transit facilities | 2.93 |

6. Which of the following statements best describes your views for how the regional transit system should expand in the coming decades?[select one]

| | % |
|--|--------|
| Focus on light rail extensions that offer congestion-free and high-capacity service | 85.91% |
| Focus on express bus and bus rapid transit services with lower capacity and more vulnerability to rising congestion but lower construction costs | 8.42% |
| Focus on improved service on the Sounder commuter rail system, providing service on freight tracks with focus on peak commuting hours | 3.86% |
| Expanding the regional transit system is not a priority for me | 1.80% |

7. In deciding what future regional transit options to study it’s important to consider how people would access expanded train and bus services. Please select one: I would be most likely to use mass transit if...

| Access method | Selection by total respondents |
|--|--------------------------------|
| I could access it by walking | 58.32% |
| I could access it by driving and parking at a park and ride/transit center | 19.60% |
| I could access it by a connecting, local bus | 15.07% |
| I could access it on my bike | 7.01% |

8. There are a lot of reasons people choose to use transit. Please rate each of these criteria on a scale of 1 to 5 for why you would or do use transit [5 is “most important”]:

| Reason provided | Average rating |
|--|----------------|
| ...to save time/get out of traffic | 4.32 |
| ...to save money on parking | 3.75 |
| ...to use less gas/reduce carbon emissions | 3.71 |
| ...to save money on gas | 3.62 |
| ...to save money on tolls | 2.69 |
| I don't think I will use transit in the future | 1.30 |

9. Please “drop a pin” on two geographic areas in the Sound Transit District you think should be better served by mass transit :

[N/A – SEE MAP]

10. The current regional transit Long-Range Plan and studies in support of updating it identify a number of corridors where rail or other high-capacity transit service could be expanded following the scheduled 2023 completion of funded extensions north to Lynnwood, east to Redmond’s Overlake area, and south to Kent/Des Moines. Please provide the emphasis you think should be placed on service in each of these corridors. [5 is very important, 1 is the least important]

| Named Corridor | Average Emphasis |
|--|------------------|
| Ballard to Downtown Seattle | 3.98 |
| Downtown Seattle to West Seattle to Burien | 3.98 |
| Ballard to U-District | 3.72 |
| Redmond to Kirkland to U-District | 3.34 |
| I-405 corridor | 3.24 |
| Eastside rail corridor | 3.11 |
| Renton to Tukwila, SeaTac to Burien | 2.79 |
| Potential Tacoma Link extension | 2.78 |
| Kirkland to Bellevue to Issaquah | 2.75 |
| Lynnwood to Everett | 2.70 |
| SR-522 corridor/Bothell-Woodinville | 2.65 |
| Overlake to downtown Redmond | 2.62 |
| Federal Way to Tacoma | 2.59 |
| Kent/Des Moines to Federal Way | 2.47 |
| Lakewood to DuPont | 2.01 |

| Row Labels | Corridors | | | | | | | | | | | | | | |
|--|------------------------------|--------------------------------|-----------------------------|-----------------------|-----------------------|---------------------------------------|---------------------------------|--------------------|------------------------|----------------------------------|---------------------|--|----------------|-------------------------------------|-----------------------------------|
| | Overlake to downtown Redmond | Kent/Des Moines to Federal Way | Ballard to Downtown Seattle | Federal Way to Tacoma | Ballard to U-District | SR-522 corridor/ Bothell- Woodinville | Potential Tacoma Link extension | Lakewood to DuPont | Eastside rail corridor | Kirkland to Bellevue to Issaquah | Lynnwood to Everett | Downtown Seattle to West Seattle to Burien | I-405 corridor | Renton to Tukwila, SeaTac to Burien | Redmond to Kirkland to U-District |
| EAST KING COUNTY | 3.64 | 2.36 | 3.10 | 2.36 | 2.91 | 2.84 | 2.39 | 1.91 | 4.20 | 4.19 | 2.52 | 2.93 | 4.02 | 2.75 | 3.94 |
| EAST KING COUNTY, NORTH KING COUNTY | 2.81 | 2.36 | 4.27 | 2.48 | 4.15 | 2.87 | 2.76 | 1.95 | 3.19 | 2.97 | 2.68 | 3.95 | 3.20 | 2.58 | 3.82 |
| EAST KING COUNTY, NORTH KING COUNTY, SNOHOMISH COUNTY | 2.80 | 2.44 | 3.58 | 2.57 | 3.59 | 4.43 | 2.76 | 2.03 | 3.49 | 3.04 | 3.47 | 3.40 | 3.83 | 2.61 | 3.70 |
| EAST KING COUNTY, NORTH KING COUNTY, SOUTH KING COUNTY | 2.58 | 2.75 | 4.02 | 2.85 | 3.63 | 2.51 | 2.98 | 1.99 | 3.18 | 2.57 | 2.72 | 4.32 | 3.46 | 3.58 | 3.16 |
| EAST KING COUNTY, SNOHOMISH COUNTY | 3.03 | 2.17 | 2.95 | 2.44 | 2.85 | 4.43 | 2.37 | 1.97 | 3.99 | 3.67 | 3.65 | 2.86 | 4.44 | 2.43 | 3.76 |
| EAST KING COUNTY, SOUTH KING COUNTY | 2.67 | 3.31 | 3.13 | 2.98 | 2.92 | 2.56 | 3.02 | 2.12 | 3.79 | 2.91 | 2.61 | 3.53 | 4.32 | 4.21 | 3.09 |
| N/A | 2.72 | 2.58 | 3.42 | 2.80 | 3.24 | 2.95 | 3.07 | 2.61 | 3.45 | 2.96 | 3.38 | 3.33 | 3.52 | 2.68 | 3.15 |
| PIERCE COUNTY | 2.29 | 3.44 | 2.81 | 4.28 | 2.65 | 2.16 | 4.50 | 3.36 | 2.77 | 2.05 | 2.43 | 2.97 | 3.10 | 2.80 | 2.55 |
| SNOHOMISH COUNTY | 2.66 | 2.32 | 2.98 | 2.58 | 2.93 | 3.41 | 2.49 | 1.95 | 3.52 | 3.00 | 4.49 | 2.80 | 4.08 | 2.37 | 3.26 |
| SOUTH KING COUNTY | 2.35 | 3.84 | 3.00 | 3.27 | 2.94 | 2.20 | 3.04 | 2.07 | 3.07 | 2.42 | 2.46 | 3.82 | 3.64 | 3.71 | 2.60 |
| NORTH KING COUNTY, SOUTH KING COUNTY | 2.22 | 2.40 | 3.83 | 2.41 | 3.31 | 2.21 | 2.51 | 1.82 | 2.71 | 2.19 | 2.35 | 4.92 | 2.94 | 3.26 | 2.85 |
| NORTH KING COUNTY | 2.42 | 2.18 | 4.46 | 2.30 | 4.13 | 2.43 | 2.58 | 1.82 | 2.80 | 2.45 | 2.47 | 4.26 | 2.88 | 2.61 | 3.26 |
| PIERCE COUNTY, SOUTH KING COUNTY | 2.50 | 4.41 | 3.05 | 4.14 | 2.82 | 2.34 | 3.91 | 2.48 | 3.09 | 2.39 | 2.64 | 3.17 | 3.60 | 3.24 | 2.78 |
| NORTH KING COUNTY, SNOHOMISH COUNTY | 2.62 | 2.41 | 4.06 | 2.60 | 3.90 | 3.06 | 2.76 | 2.18 | 3.00 | 2.68 | 3.70 | 3.61 | 3.25 | 2.63 | 3.47 |
| NORTH KING COUNTY, SOUTH KING COUNTY, PIERCE COUNTY | 2.69 | 3.07 | 4.18 | 3.14 | 3.63 | 2.71 | 3.47 | 2.33 | 2.64 | 2.50 | 3.00 | 4.95 | 3.13 | 3.47 | 2.64 |
| Overall Average | 2.62 | 2.47 | 3.98 | 2.59 | 3.72 | 2.65 | 2.78 | 2.01 | 3.11 | 2.75 | 2.70 | 3.98 | 3.24 | 2.79 | 3.34 |
| Lowest high rank | | | | | | | | Highest high rank | | | | | | | |

11. If a project is underway in my community, the top two ways I might provide my input would be [select two]:

| Engagement method | % of all respondents* |
|--|-----------------------|
| Providing my feedback through a questionnaire (as I am right now) | 68.8% |
| Sending an email | 39.7% |
| Attending a public meeting | 18.4% |
| Responding to social media inquiries or polls (such as on Facebook or Twitter) | 16.4% |
| Responding to a blog post | 4.7% |
| Sending a letter | 3.1% |
| By text message | 3.1% |
| Over the phone | 3.0% |

*Will add up to >100% due to multiple selections



 **SOUNDTRANSIT**

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