

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

Identify missing projects	Corridor origin
northgate bike/ped bridge	North Corridor
Possible alternative to new Downtown tunnel (new Joint Bus/Rail tunnel for the west side -- Seattle Subway's WSTT)	North Corridor
Renton to Bellevue via 405	North Corridor
Marysville has no rail service and yet it has at least two rail lines running through it and only Community Transit serves this area. Smokey Point or Cedar and Grove Park and Ride would be good areas for a commuter train station. Having a rail alternative would cut down on the bottleneck in Everett that happens every day where the carpool lane ends.	North Corridor
more east -west options	North Corridor
We need both efficient N/S routes AND E/W routes! I shouldn't have to take a bus downtown to get from 145th and Aurora to Lake City and 145th.	North Corridor
We need brt swift or light rail that originates in the SWUGA in the North Creek area in Snohomish (north and east of the 405/522 interchange) that takes people to Bellevue and seattle. The rail line over 522 to hook up in Northgate would be good.	North Corridor
Light rail to Lake City, Bothell and Woodenville.	North Corridor
Rail expansion between S Sno County and Eastside	North Corridor
Further northern access. South to Olympia is being addressed but beyond Everett there could be stronger links to Mount Vernon and even Bellingham. Also speeding up current projects, like the new rail stations in the UD and Northgate would be great. Lowering ride costs is very important to me as well.	North Corridor
More light rail/rail lines. The problem is that light rail is slow while we live in a region with lots of distance involved. There is no higher-speed option included to connect the slow light rail lines.	North Corridor
Other grade separated rail options and connections in Seattle, e.g. Ballard<-->Crown Hill<-->Northgate connections	North Corridor
Connecting the east side to the north end, specifically Redmond to Northgate. The 555 requires a transfer to a 545 or 542, and it runs at extremely limited hours. You're making noise about killing the 242. Pretty soon every east side trip will require a spin into and out of downtown traffic--SOUTH of 520--just to go north.	North Corridor
Eastside Rail Corridor commuter rail service from Bellevue (or further south) to Snohomish and extended Everett	North Corridor
Seattle to Lynnwood and Edmonds Light Rail	North Corridor
MORE PARK AND RIDES!!!!!! SR522 CORRIDOR	North Corridor

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Two carpool lanes. Express routes on I-5 that go to I 90 seamlessly. Express routes from Lynnwood to Bellevue (shouldn't take 45min to an hour one way). Allow two person carpool in hot lanes for free.	North Corridor
Seattle to Everett.	North Corridor
Light rail on the eastside to Mill Creek/Bothell/Canyon park area.	North Corridor
Downtown Seattle to Bothell/Mill Creek Light Rail or ST Express	North Corridor
Need a way to connect the north end with downtown. Need light rail.	North Corridor
Also need more Sound transit and Community Transit buses in South Lake union and on Elliot from the North end.	
Everett to Seattle light rail	North Corridor
Downtown seattle LRT convertible bus tunnel as proposed by Seattle Subway.	North Corridor
I am concerned we are not doing enough to serve the Aurora Avenue corridor, South Lake Union, the Central District neighborhoods in Seattle in LRT planning.	North Corridor
Running the Sounder on the weekends.	North Corridor
Less choo choo trains, more buses and airship blimps	North Corridor
Sounder Station in Belltown at the Sculpture Park	North Corridor
Light rail from downtown Seattle to everett.	North Corridor
Additional parking at south everett freeway station	
North sounder stop north of downtown	North Corridor
Light rail to Federal Way (in planning?), Link rail to Northgate (in construction)	North Corridor
Instead of the plethora of light rail options you list for connecting Ballard to Downtown, add a Sounder station in Ballard north of the ship canal. It seems to me, this would be far less expensive, more readily deliverable and produce a desirable outcome. Off-grade transit options are going to be better for this very congested corridor.	
Light rail from Seattle to Lynnwood??? Or is that included in the current plan? Unclear to me.	North Corridor

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<p>Please consider adding more non-stop bus service between the Mukilteo ferry terminal and Seattle. After 8:00 a.m., the only option is to connect through Lynnwood, which is not efficient for commuters. The same is true for the return from Seattle, i.e., the first non-stop is at 3:00 p.m.</p> <p>Also, there needs to be more parking at the Mukilteo Sounder station. As of June 1, the surrounding city parking is now paid parking, with a maximum of 4 hours. That doesn't work for commuters who work all day in Seattle. To find unrestricted parking when the Sounder lot is full, a driver would have to drive back up the Mukilteo Speedway, search around Old Town for free parking, and then walk back down the hill to the train station. That is not a feasible scenario when trying to catch a train in the morning. I have written to the City of Mukilteo about this, too, but both the City and Sound Transit should review this situation. Thank you.</p>	<p>North Corridor</p>
<ol style="list-style-type: none"> 1. Rapid transit or light rail from Everett to Seattle along I-5, not all the way west from Mukilteo, through Ballard, and to the bottom of downtown Seattle. Commuters don't have the time to take that long train ride. 2. PARKING!! At every park-n-ride, train stations, etc. It is sadly lacking and prevents people from taking the bus or train. <p>It seems that the planners do not actually take the buses or trains to work and don't realize that some things aren't thought through very well.</p>	<p>North Corridor</p>
<p>light rail along the northeast corridor through the Mill Creek/Bothell area to downtown Bellevue, expanded park and rides in the northeast corridor (Mill Creek/Bothell area) so that it's possible to park and catch a bus/light rail without having to arrive prior to 6:30 in the morning to get to the lot before it's full. It would be really nice to not spend 90 minutes or more on buses to go from Bothell to Redmond and then repeat to go home. It would be really nice if Sound Transit would quit ignoring the people that live in Monroe, Mill Creek, and Bothell. It's very infuriating and disheartening that this area is constantly overlooked when mass transit is planned. Mass transit for this area is not only needed for convenience and to relieve extremely overloaded roads, it's also a safety factor since there are many heavily traveled two lane roads without shoulders in south Snohomish that pedestrians and bike riders are forced to share with vehicles. People in this area should not have to die before issues here are addressed.</p>	<p>North Corridor</p>

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Increased service or expansion of the Sounder train from Everett to Seattle (through Mukilteo)...have more runs per day and on the weekend.	North Corridor
Light Rail to Mukilteo (or spur from Paine Field down to waterfront) if the Paine Field leg is built.	
Light Rail from Mukilteo (SR 525) to Kirkland & Bellevue (Along I-405), or at the very least express bus service. (it's near impossible to take transit from Downtown Mukilteo to Downtown Kirkland without many transfers or having to bus back from Bellevue).	
More Northline Sounder passenger cars and perhaps one or two more scheduled trains. Both morning and evening commutes are getting more and more crowded on the existing four trains, two of which have only two cars.	North Corridor
Additional North Sounder service (more trains in the morning and evening)	North Corridor
Light Rail should connect the Northgate Station to the proposed N 130 Street / I-5 Station, and continue west on N 130th St to Aurora Ave N, and south to NW 110th and east to Holman Road and south east to 15th Ave NW. This Light Rail Loop would connect most of the Urban Villages in North Seattle and integrate nicely with the Comprehensive Plan Goals.	North Corridor
Increase parking spaces at all park and rides that are at capacity.	North Corridor
There is nothing from the to identify needs of communities in Snohomish county north of Everett. it would be nice if there was more options and consideration on how people can quickly get from the top of Snohomish county to Seattle. The amount north end riders pay to ride a bus that is always full and over loaded is ridiculous.	North Corridor
There needs to be more of an emphasis on connecting the local transportation system to the light rail stations.	North Corridor
HCT on NE 130th St to meet infill 130th St station HCT on Lake City Way > Northgate Blvd > Ballard > Downtown > West Seattle HCT that intersects with SLU	North Corridor
A direct connection between Beacon Hill and North Seattle is needed.	North Corridor
Restoring transit along the SR96 corridor and expanding connections with Skagit County Transit.	North Corridor
Light Rail along 405	North Corridor
Maple Valley through Covington to Kent Station	North Corridor

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<p>Another Lake Washington crossing north end OR increased capacity for the Bothell/Kenmore/Brier/Mill Creek service area that is experiencing massive growth and no identified projects. Ballard??? Seriously? Those close in communities like capitol hill, ballard, freemont are all becoming slightly more dense over time but they are already mostly 'walking friendly' dense as is and many residents do not need to commute far for work, etc because they can afford to live there. #1 problem is cost of housing driving middle to lower income families farther out to commute longer. LOOK WAY AHEAD by looking back at 'older' cities (NYC, Paris, London) and how they grew into what they are (which works). don't put a bandaid on what we have now and tear it down in 10 years because it doesn't work any more (the entire 405 corridor has been nothing but five years behind since I moved here in 1978. - build for 2070 now, not 2025. AND MAKE COMMERCIAL developers pay WAY more in development taxes. Not residential, that just drives up the housing and pushing sprawl farther out which means more cars...</p>	<p>North Corridor</p>
<p>405/Eastside Rail Corridor Light Rail, especially a connection from South Bellevue Link Station to Renton. This will be the most congested traffic area in the region not served by Light Rail and would fill trains daily. A second priority would be the Totem Lake to Bellevue portion of the proposed Totem Lake-Issaquah light rail. The Issaquah-South Bellevue segment is relatively congestion free and BRT could work well to connect along that corridor. I would also highly recommend an extension of ST Express 578 to South Hill to serve major population centers in Puyallup and relieve growing traffic problems in East/South Pierce County.</p>	<p>North Corridor</p>
<p>Mountlake Terrace included on light rail link (Seattle to Lynnwood). This addition would tie in Brier, MT Lake Terrace, N. Shoreline & people popping over hill from Bothell and Kenmore (since Lake City Way is congested and a slow commute). Thank you..</p>	<p>North Corridor</p>
<p>Paine field should be served via a branch line from the Everett/Lynnwood corridor. Branch should extend to Mukeltio ferry terminal and Sounder station.</p>	<p>North Corridor</p>
<p>more access ramps to I-5 from collector/distributor roads such as 112th.</p>	<p>North Corridor</p>
<p>Lynwood to Bellevue</p>	<p>North Corridor</p>
<p>Additional North Seattle (Lower Queen Anne/Interbay) Sounder Train stop.</p>	<p>North Corridor</p>
<p>Express bypass to the airport from DT</p>	<p>North Corridor</p>

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<p>I live in Mill Creek and commute daily to Downtown Seattle. All of the North End projects listed above are to improve transit within the county. Lynnwood to Everett, for example. I'm much more interested in improvement and expansion of transit between Snohomish County and Seattle. Improvement of the Sounder Commuter tracks to combat mudslides, or establishment of I-5 light rail are two such examples.</p>	<p>North Corridor</p>
<p>(Ideally Tukwila Station via Southcenter and) (Second choice Sounder-Tukwila Station to Renton-Boeing to South Bellevue via Light Rail. This is regularly reported as the most-congested segment of freeway, yet the best it gets is mention of BRT. If this was in place, folks from the westside could connect to Renton-Boeing. NE 8th (Bellevue) north via I-405 to Lynnwood (ideally), another heavily-congested segment. Second choice would be to start from Lynnwood and go south to UW-Bothell/Cascadia or even to there and on to either downtown Bothell or Woodinville. Light rail. SR-522 from ideally Woodinville, else downtown Bothell, using light rail to Northgate. A spur to Paine Field and Boeing-Everett if ridership warrants it. However, Boeing workers shun buses by the thousands, as Community Transit axed many routes going there from south county about 2003, then cut back from north county about 2010. None of the cuts has been restored, even though employment has gone up. I'd suggest getting Boeing to contribute to the spur. I don't like everyone being forced to divert this way whether they care to or not. Since the only remaining bus service is from north county (besides from the Mukilteo ferry), have the spur go from downtown Everett to/from Paine Field. Swift 1 and 2 are a perfectly-acceptable way to get riders from south county to Boeing-Everett. Let's not duplicate!</p>	<p>North Corridor</p>
<ul style="list-style-type: none"> -express light rail line from Seattle to SeaTac by using sidings or extra track at stations. -light rail connection to woodenville -light rail connection to Marysville -all funded projects need to be sped up to shave years off of completion times. 	<p>North Corridor</p>
<p>Light rail running parallel to 520 to connect downtown and the upper half of the east side (stops in Kirkland/bellevue and ending in perhaps Redmond town center). Also a similar line can parallel 90, connecting pioneer square/stadiums to southern end of the east side (stops on James or cherry, mercer island, south bellevue, factoria, and potentially ending near lake sammamish).</p>	<p>North Corridor</p>

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Anything at all going to Lake City.	North Corridor
Light rail serving Lake City should be included in the study.	North Corridor
Light Rail from Downtown to Ballard to Shoreline/Edmonds.	North Corridor
Light rail to and from Marysville.	North Corridor
An eastside corridor light rail that runs the length of I-405.	North Corridor
North line Sounder additional cars. We are packed like sardines on half the routes.	North Corridor
More projects (light rail, heavy rail) on I-405 corridor (Everett to Bellevue)	North Corridor
Lake City, Northgate, Lake Forest Park. Downtown Seattle to downtown Bellevue, across Lake Washington.	North Corridor
New Sounder connecting services through Seattle	North Corridor
	North Corridor
We need more east west transit in Seattle so connections like Ballard to the U are great	
More important to get light rail from north of Seattle (everett, lynnwood, mill creek) to the east side (bellevue) huge miss here. 532/535 is a very crowded route.	North Corridor
Infill Light Rail Station: 130th Street (Lynnwood Link)	North Corridor
Light Rail is too slow for commuters. Build express transit options for light rail!	North Corridor
more efficient options Everett to Seattle	North Corridor
Link to Everett	North Corridor
Rail service from Everett station, out to Snohomish, then down to Woodinville, Kirkland, Bellevue, etc--- it's time to utilize the Eastside Rail as intended!	North Corridor
Connections from the north side (Canyon park or Ash Way) to Interbay	North Corridor
LR from Ballard to Uville; Uville to Sandpoint/Kirkland and Uville to LakeCity Way.	North Corridor
StreetCar up University District to replace frequent 70s buses	
Everett Station to Seattle	North Corridor
	North Corridor
I see nothing along the SR 522 corridor. Lake City is one of the most densely populated parts of Seattle yet light rail has yet to be even mentioned as a proposal for this area. A tunnel could connect at Northgate, or an extension of the Ballard-UW line could visit Children's Hospital, Magnuson Park, Lake City, and various suburbs out to Woodinville.	
Since there is no other place to comment, I will also say that at-grade transit is generally a terrible idea. Elevated is better, tunnels are best.	
Transit between Highway 9 to Highway 99	North Corridor
use of the eastside rail corridor for railroad, light rail, and pathway use.	North Corridor

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Priority:	North Corridor
1) Running additional sound transit trains between King Street Station and Everett Station. 2) Running sound transit trains between Everett and Renton along I-405.	
Light rail Lynnwood to Seattle	North Corridor
Everett to Seattle Light Rail	North Corridor
Getting people from Seattle to Everett Boeing.	North Corridor
Park & Ride lot expansion.	North Corridor
	North Corridor
More commuter parking is greatly needed at park and rides in the South Everett area.	
Light rail line serving Factoria, DT Bellevue, DT Kirkland, Totem Lake, Bothell, Kenmore, Lake City, North Link	North Corridor
I would like to see a direct transit option from Lynnwood or Edmonds to Richards Rd (T-Mobile Buildings) in Bellevue (Factoria).	North Corridor
	North Corridor
Extending the light rail line from Seattle to Ballard north to Shoreline Community College. Implementing transit corridor improvements on 145th St. instead of just studying them. Building bike/ped access to stations.	
SR 522 High Capacity Transit (Preferably Light Rail or Monorail)	North Corridor
Everett to Seattle light rail or increased routes for the Sounder. Especially during Mariner's games.	North Corridor
Expanding current services to take care of the customers you already have.	North Corridor
Aurora Ave/ Greenwood Ave. Light Rail	North Corridor
The north end needs trains!!!!!!	North Corridor
	North Corridor
There is no coherent means to get from Mill Creek/Southeast Everett to Redmond. I am forced to take four buses in the morning and three at night. My commute is at least two hours each way, more when the buses run late (which is frequently). I often have to walk a long way home because there are so few Community Transit buses running from Ash Way to McCollum Park. In the morning I am forced to take a 532 all the way into Bellevue just to catch a B bus to go all the way back to Redmond. That is utterly ridiculous. Give us direct routes from Mill Creek/Everett/Lynwood to Redmond. You cannot tell me that there are any fewer Microsoft employees in those areas are than there are riders going to the University District, yet there are infinitely more options for direct service.	
Light rail to Lake Stevens or Marysville area	North Corridor

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Mountlake Terrace to Seattle via Ballinger	North Corridor
Marysville to Seattle light rail	North Corridor
East west connections in North Seattle	North Corridor
Add more lanes between Everett and Seattle. No free lanes have been added through Lynwood where there is opportunity to do so. It seems to me all the transportation \$ is going to the Eastside and Seattle south. Add additional on and off ramps so traffic does not back up onto I-5.	North Corridor
North Seattle to Downtown - Broadview, Greenwood	North Corridor
Should tie to employers and shopping facilities having a large number of people such as Boeing, Microsoft, Alderwood Mall, etc. In exchange for them getting a local station to server their employees and shoppers they would provide Park N Ride space for riders. If you want to get cars off the roads then you MUST serve the ultimate destinations of a large number of people. For example, putting a station by the Lynnwood Convention Center does me absolutely no good if I want to shop at Alderwood Mall, especially if I need to carry my purchases so far to get back to the transit station.	North Corridor
Ballard/crown hill to northgate	North Corridor
Buses are far more flexible than rail, less expensive, can be put in place in months rather than years or decades, and modified as demographics shift. There is far too much focus on rail, and meanwhile we are suffering gridlock with so solution within grasp. Additionally, better management of I-5 express lanes could greatly alleviate current traffic jams.	North Corridor
Everett -> Bothell -> Redmond -> Bellevue	North Corridor
Light rail service along the entire 405 corridor.	North Corridor
It seems almost all the projects are rail-based and practically none on widening roads or adding bus service. Projects to study should consider more car or bus lanes. Your data indicate that "Highway delays cost", so it would seem prudent to consider more-obvious ways to reduce such delays. While "700 cars per hour in a congested freeway lane", how many when the lane is NOT congested?	North Corridor

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<p>Due to the sloughs north of Everett where many Everett, Redmond, Seattle and Bellevue students and employees live, commuting into these cities creates terrible congestion, even for those of us who work early schedules. A connection between Marysville/Tulalip to Everett Transit or Downtown Everett is a must. As a long-time commuter from Lynnwood to Seattle/Bellevue, I would recommend Marysville/Tulalip to Everett to Lynnwood to Shoreline to Ballard to Seattle to Des Moines to Federal Way to Tacoma to Joint Military Bases. From Des Moines I would branch to Tukwila, Kent, Renton, Bellevue, Woodinville, Bothell, Lynnwood. A third line would run from Bellevue to Issaquah and North Bend.</p>	<p>North Corridor</p>
<p>UW to U-village with 3-4 stations up Lake City Way, Kenmore and Bothell UW to U-village with stations at Childrens, NOAA and bridge to Kirkland UW street car up University to replace 70s buses Electric walk way at airport for hook-up with Link</p>	<p>North Corridor</p>

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<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>North Corridor</p>
<p>Light rail from Bellevue to Lynnwood transit center and Seattle to Lynnwood transit center.</p>	<p>North Corridor</p>
<p>Light rail link to Lake City (98125)</p>	<p>North Corridor</p>
<p>There needs to be a comprehensive plan to link all population centers via elevated, tunnel, or at grade tracks that do not run as street-cars and do not interfere with traffic.</p>	<p>North Corridor</p>
<p>Bothell To Lake City Way</p>	<p>North Corridor</p>

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I would like to see consideration of commuter rail from Lynnwood Transit Center to Bellevue. Currently ST Express buses take too long, stop at multiple p&r's, and aren't efficient enough to get me out of my car. Commuter rail seems to only be focused on the I-5 corridor or just on the east side, when many of us would welcome a train ride from up north to Bellevue.	North Corridor
Expand north sounder schedule	North Corridor
Ballard line should go at least to Northgate with potential to Lake City and onto Kenmore/Bothell. Ballard line should be built to move as many people as quickly as possible on it's own dedicated right of way (no at grade).	North Corridor
There should be some projects that will help the residents that are forced to pay for the transit projects such as something that goes to the SE Snohomish County.	North Corridor
More transit options for North Seattle/Shoreline/LFP such as: A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.	North Corridor
Anything involving slu	North Corridor
Northgate lightrail	North Corridor
Downtown to Seatac Bypass via Georgetown	North Corridor
Given the population, light should be extended north of Everett to Marysville or even Island Crossing & I-5. Light rail should also be extended along the East side of Snohomish County from Everett south via Hwy 9 to Bellevue. These should happen before continued expansion in King and Pierce Counties as Snohomish County residents have been paying taxes with absolutely NO benefits from Sound Transit since the beginning.	North Corridor
Light rail expansion between Lynnwood and Renton along the east side of Lake Washington	North Corridor

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<p>Greater use of car-sharing electric or other highly energy-efficient cars.</p>	<p>North Corridor</p>
<p>Very few of these go east/west, which is still a problem.</p>	<p>North Corridor</p>
<p>Lynnwood to Bellevue light-rail or subway</p>	<p>North Corridor</p>
<p>Ash Way Light Rail Station (Massive development happening north of Park & Ride) Mariner/McCollum Park Light Rail Station (These areas are targeted for high density development in the County's Comprehensive Plan)</p>	<p>North Corridor</p>
<p>HOT or 3+ HOV on I-5 to reduce impact of severe traffic delay on transit services</p>	<p>North Corridor</p>
<p>Additional tunnel bore in downtown Seattle to improve transit capacity downtown</p>	

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<p>Something running from Mill Creek to Bellevue</p>	<p>North Corridor</p>
<p>23rd st corridor in Central District needs subway or BRT</p>	<p>North Corridor</p>
<p>Faster Downtown to SeaTac airport light rail connection</p>	<p>North Corridor</p>
<p>Surface light rail on 522 connecting Seattle to Kenmore, Bothell, 405.</p>	<p>North Corridor</p>
<p>Anything that connects Northwest Seattle to downtown. I am ten miles away and my commute is an hour by bus. I live at 12036 Dayton Ave N and there is no quick way to get in and out of work downtown.</p>	<p>North Corridor</p>

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A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit. (Via Seattle transit blog)	North Corridor
Keep it simple. Have a light rail line split at south center and have the existing line continue to go north on i5 and a second line go north on 405 and that second line connect with the i5 line in Lynnwood.	North Corridor
...just follow the two main highways in the Puget sound with light rail lines.	
South lake union improvements to service and access	North Corridor
Complete HOV on/off ramp to the north at 164th Ash Way	North Corridor
North Seattle (North of Northgate) once you get north of Northgate there are very few convenient bus routes that don't involve one or more transfers. There is no incentive to take transit vs. car because of the amount of time it takes on the bus. FYI I'm never giving up my car.	North Corridor
Express Sounders and/or light rail direct between Puget Sound Boeing plants	North Corridor
Redundant I5 and I405 light rail with large transit hubs at Seatac and Paine Field. This would allow for airport expansion to the north and allow more carriers to come into Seattle. This would also relieve pressure on the road and provide revenue for light rail.	North Corridor
Expansion of parking capacity at the Lynnwood Transit Center. There are not enough parking spaces to meet current demand.	North Corridor
yep	North Corridor
The Downtown to Ballard route should go farther north to the city limit, Shoreline and Edmonds	North Corridor
I reject any additional light rail or commuter rail until ST1 and ST2 promised projects are completed and analyzed against promises made to voters who supported the taxes to pay for these projects.	North Corridor
I may be reading this incorrectly, but what about other N. Seattle neighborhoods? Why is downtown--> Ballard being considered here?	North Corridor
Extend downtown to Ballard line up 15th to Holman.	North Corridor
Connecting the Bitter Lake Urban Village to downtown via elevated light rail on SR99	North Corridor
Bypass line to the airport via Georgetown.	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

Metro 8 subway from Lower Queen Anne to Mount Baker Station via Central District/23rd Avenue; branches of East Link to Issaquah (via Factoria Mall and Eastgate) and to Kirkland (via Houghton and Google Kirkland); extension of Ballard options to Northgate and Lake City; ST Express and Sounder North extension to Marysville (pending annexation into RTA district); Georgetown bypass Link line	North Corridor
We need to have light rail service from Everett and Lynnwood into Seattle, and interconnect King Country transit with the surrounding communities, North, South, an East. Portland studied Seattle's gridlock back in the '80's, and now has a very efficient and viable transit system with light rail, bus, and street car systems interconnecting.	North Corridor
Overall a project needs to be identified which facilitates bus/rail integration master plan and investment strategy. For instance a dedicated bus lane system (covering multiple routes) which terminates at north gate.	North Corridor
I do not understand why there was not a choice on this survey of light rail from Bellevue to Lynnwood by the I-405 corridor, and the same is true to the south from Bellevue along I-405 for light rail to SouthCenter and the airport. I like the idea of bus rapid transit, but at light rail is better in the long term for many reasons, such as listed below, namely the predictability of the times by light rail. Please reconsider more light rail choices on the final survey and consideration by the board.	North Corridor
Eliminating tolls on I-405 More parking and more frequent service to existing park and ride locations.	North Corridor
Very few of these projects excites me as almost none of them will materially improve my commute times and a number will make them substantially worse at least in the short term. A shortage of parking makes use of many options very limited. Also the system only works well in perfect weather. It needs to not strand people in mediocre or poor weather.	North Corridor
Bus feeder lines to transit stations	North Corridor
Eastside commuting from Everett to Bellevue needs better options and traffic reduction	North Corridor
Bothell to Bellevue Bothell to Seattle	North Corridor
Public transportaion that goes around Lake Washington. Shoreline to Redmond. Lynwood to Bellevue. Greenlake to Bothel. Bothel to Shoreline.	North Corridor
Downtown to North Seattle neighborhoods.	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

<p>Much more light rail in Seattle area. Much more focus on the places where there is high population density and high portion of people without cars (or who could live without cars if transit were improved).</p>	<p>North Corridor</p>
<p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.</p>	<p>North Corridor</p>
<p>Where are the projects that will reduce congestion for the single occupant driver? Taking away general purpose lanes in favor of light rail, buses or bikes is NOT the answer! Get a project that adds general purpose lanes to freeways and maybe I would vote for it!</p> <p>P.S. In question 9 you have a place for "other"? Are you people morons?</p>	<p>North Corridor</p>
<p>A light-link rail project to Issaquah would provide not just those in Issaquah with better access to downtown Seattle, but could serve several riders from more rural areas (Fall City, North Bend, Snoqualmie). Not to mention that it would have the potential to connect Bellevue College students to mass transit. Students need more efficient mass transit options and there is significant interest among students for better mass transit options to the community and technical colleges in the state. Many students would consider riding mass transit in these areas, rather than commuting by car if they were provided.</p> <p>I would have also liked to see plans to connect existing light link rail planned stations to transit centers in the region, but these were missing from the Long-Range plan. For example, riders living anywhere on SR 99 in Shoreline, Edmonds, or North Seattle along SR 99 would be more inclined to use mass transit options if there was a light link rail station somewhere on SR 99.</p> <p>I was also disappointed by the lack of emphasis in the Long-Range Plan on improving transit options for students at community and technical colleges in the state. Students at CTCs are an untapped commuter base. A light-link rail station at 160th and Aurora/SR 99 and Shoreline Community College, connecting to the planned stations along I-5, would align well with the City of Shoreline's plans for development of "Aurora Square", and would connect 5000+ students (not to mention employees or local residents) to the current (planned) light link rail system. Ridership may seem low in these areas but it is only because of the extremely poor transit options currently offered.</p>	<p>North Corridor</p>
<p>Lynnwood/Bothell Light Rail to Bellevue</p>	<p>North Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

<p>While it may make sense for centralizing connections to have the northern light rail route stop at or near Mountlake Terrace/185th, it leaves a hole in the northern corridor services that don't require a car to access between 145th and 185th. It is actually easier to go to Northgate and get connections there than it is to reach any of the nearer stops with any level of convenience. This is a not insignificant hole in those services (although the morning/evening 77 service does a good job along 15th NE during rush hour).</p>	<p>North Corridor</p>
<p>Sounder stop at north end of Seattle waterfront at Broad & Elliott. Addition of later service times in morning and afternoon for Sounder north service.</p>	<p>North Corridor</p>
<p>We need service to Renton's landing area.</p>	<p>North Corridor</p>
<p>1) At a minimum, extend Ballard Light Rail project up to Crown Hill along 15th Ave NW to at least NW 85th St. This is a very busy area, becoming more dense all the time.</p> <p>2) A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>North Corridor</p>
<p>I <i>*only*</i> care about mass transit options that original in Lynnwood or Alderwood Manor, and arrive in central Redmond, central Bellevue, or Seattle around SLU. The only option on the survey that matches this that I saw is Lynnwood to SeaTac via 405.</p> <p>I'm a highly trained engineer, and would love to work for many companies in Seattle/Bellevue/Redmond area, but the traffic is so bad I don't even apply because I don't want to spend multiple hours each day in my car driving from South Everett.</p>	<p>North Corridor</p>
<p>Light rail to Everett via Paine Field should be extended north to Marysville and Smokey Point. Everett is no longer the northern limit of traffic congestion. Traffic to and parking at the region's largest manufacturing facility (Boeing) is a mess.</p> <p>Light rail to Everett was promised 20 years ago, and still isn't part of the plan, but traffic is growing worse at an exponential rate. We need that light rail now, not in 20 more years. Get ahead of the curve and plan to build to Smokey Point NOW rather than waiting until its 20 years too late.</p>	<p>North Corridor</p>
<p>Everett/Lynnwood to U district, Seattle and Bellevue.</p>	<p>North Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

Lake city corridor from lake city to UW or at least Lake city to Roosevelet	North Corridor
Offer only 1 additional Link Station North of Lynwwood, but no more. Extend Ballard-UW link to University Village. Then extend it North along 25th with stations in Ravenna and 3-4 stations in Lake City Way Extend Redmond Link to Kirkland. Extend Kirkland to NOAA, Children's Hospital and University Village	North Corridor
SR104 / SR522 route: Edmonds--Aurora Village TC--LINK connection--lake forest park--kenmore--bothell--Cascadia campus--I-405 corridor--Woodinville--and onwards (eventually Monroe?). makes many multi-modal connections (Ferry, Sounder, Rapid Ride, LINK, etc.); and connects many destinations and communities; all on the first East-West Route possible that passes north of Lake Washington. STUDY IT!	North Corridor
BETTER PARKING FOR COMMUTERS COMING FROM SNOHOMISH COUNTY	North Corridor
Everett to Bellevue LightRail, Bothell to Bellevue LightRail, Bothell to SeaTac ST Express/LightRail	North Corridor
A decent transit system to move people from Everett to South Seattle and Renton.	North Corridor
There are many people who would commute from Edmonds to Everett. The sounder schedule seems to only accommodate people going to downtown seattle.	North Corridor
* Bus Rapid Transit (BRT) lanes & facilities on NE 145th Street from Bothell Way to the future light rail station in Shoreline * Construction and implementation of BRT on SR 522 along with a Light Rail Study for Bothell Way, with the intention of funding Light Rail along the Bothell Way corridor in a future funding package * Structured parking along the Bothell Way corridor	North Corridor
Rapid access from lynwood to SODO	North Corridor
A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor.	North Corridor
Projects must include info on resiliency and environmental impact. For example, what happens when the water rises in the Duwamish. What can with stand an earthquake, etc, etc.	North Corridor
Much more frequent light rail trains to and from Seattle.	North Corridor
Cost effective, flexible, and simple to scale express buses and bus rapid transit	North Corridor
We DO NOT need light rail. We need roads for cars. Light rail does not take in to account that where people live and work can change; light rail is too hard to adjust. If we truly need more transit, we need roads or more buses.	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

I could be mistaken, but there doesn't seem like much crossover from the west side to the eastside, granted all these projects were listed in the survey as if I already knew what the plans were, and I don't.	North Corridor
I-5 Corridor: Light Rail from downtown Seattle to Lynwood along I-5 with stations. Light rail connections to Edmonds and Mukilteo ferries. Light rail connections from Northgate to Lake City Way and Woodenville. 405 Corridor: Light rail connections from Lynwood to Bellevue and from Renton to Bellevue.	North Corridor
I-5 Corridor Light Rail Service Tacoma-Seatac-Stadiums-Seattle-Alderwood-Everett	North Corridor
Options for Everett to Olympia with continuous service stops in Seattle and Tacoma and the base (JBLM)	North Corridor
1. Ballard to Crown Hill, Greenwood, North Seattle, Lake City and Bothell. 2. A bypass light rail line to the airport via Georgetown. 3. Belltown to South Lake Union to Capitol Hill to the Central District. 4. An Issaquah to Kirkland line that connects to East Link in South Bellevue.	North Corridor
North to Woodinville and Snohomish/Lake Stevens area. Land is available now don't wait till it's fully developed causing higher costs.	North Corridor
Full I-405 light rail from Lynwood to Renton via Bellevue.	North Corridor
1) More bus options from Village Green Drive in Mill Creek 2) Light Rail from N. Bothell to Renton	North Corridor
less emphasis on rail; rail inflexible and expensive; density studies and more bus; bus is flexible; more roads too and parking	North Corridor
Vancouver WA to Vancouver BC by LIGHT RAIL so we could use current park and ride and bus already in place along I-5 for commuting	North Corridor
Expanding roads and bus service. FAR too much focus of this survey is on horrendously expensive and ineffective light rail.	North Corridor
Developing bicycling infrastructure with a regional strategy to improve bicycle commuting to major employers. Develop interconnections between existing bicycling infrastructure. Include bicycle accommodations onboard mass transit systems.	North Corridor
Downtown to Northgate, Shorelines, Montlake Terrace, Lynnwood	North Corridor
Seattle to Redmond options	North Corridor
South Everett to Seattle, express, light rail.	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>North Corridor</p>
<p>Seattle to north Seattle neighborhoods light rail. Seattle to east side light rail.</p>	<p>North Corridor</p>
<p>Light rail service from mukilteo to downtown. Right now there are no good public transit options.</p>	<p>North Corridor</p>
<p>Take a good look at morning traffic southbound I-5 marysville to u district. Light rail from Everett to downtown Seattle should be a much higher priority. County line traffic at Edmonds is now stop and don't go.</p>	<p>North Corridor</p>
<p>Northern Lake Washington area -- options for improving transit options between Lake City - Lake Forest Park - Bothell - Kirkland. Improved crossing in that area. Water taxi between North Seattle and Kirkland?</p>	<p>North Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

<p>More options should be explored for Everett. Why does light rail need to go to Everett Station? Can't it go along Mukilteo BLVD and then up to north Everett via Rucker or Broadway (maybe to Marysville). Skip Everett Station. People can walk (from Broadway) or easily get a connection to Everett Station from another bus. Everett Station is out of the way, already too crowded. Swinging past Boeing and hitting the neighborhoods had a better chance of actually getting people out of their cars. I don't want to DRIVE to a lot to take a train. I want to WALK or BIKE to get a connection but it has to be easy and convenient. I live in the View Ridge neighborhood and TONS of cars travel through our neighborhood to get to Boeing. Lots of my neighbors work at Boeing. None of them will take light rail because it won't even serve us as proposed.</p> <p>Lastly - Why are you exploring all the other options when you haven't finished the basic backbone to Everett. More emphasis should be about getting additional stations in Lynnwood, South Everett, Boeing, and pushing to north Everett before we go to Ballard. I get it, you want the votes but its time for the Snohomish County projects to get done. You'll be on your fourth round before you begin to give Sno Co what Pierce County will have had for 25+ years!</p>	<p>North Corridor</p>
<p>Bus priority on streets through downtown Seattle at peak commuter times in any and all directions.</p>	<p>North Corridor</p>
<p>Coordination with other transit agencies for scheduling of buses which travel through Downtown Seattle. There are absolutely too many buses traveling north on 4th Avenue in Downtown Seattle. One problem is some Sound Transit buses in the afternoon arrive early at the starting point of their route at Union Station and sit until the scheduled their departure time; meanwhile other buses are stacked up behind them which means those buses are late leaving on their routes.</p> <p>Is a spoke and wheel approach to buses to/from Downtown Seattle feasible? The spoke and wheel approach is used by subway systems nationally and internationally. Can this approach work for buses?</p> <p>Long term study to create a regional transit authority?</p>	<p>North Corridor</p>
<p>Basically the whole area where I live and work. There is a real lack of buses/park and rides available near 405 and a total lack of bus service through Kenmore/Lake Forest Park/ Brier. I would really like to see more express/ just any buses along 522.</p>	<p>North Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>North Corridor</p>
<p>Totem Lake/Bellevue to Lynnwood/Everett light rail</p>	<p>North Corridor</p>
<p>More coverage in Seattle. Include connecting Georgetown, and more east-west movement. Better connection of Northgate area to surrounding suburbs (Edmonds, Bothell, Kirkland)</p>	<p>North Corridor</p>
<p>We need trains/lite rail in this city like n.Y. D.C. and Vancouver..... come on stop waisting \$ on conversations. Get it DONE! THis area is unique similar to Manhatten. Surounded by water with land locked "burrow" all sides.</p>	<p>North Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

Light rail must include direct access to Alderwood Mall. It's one of the primary destinations in Snohomish County. Failure to run the line (elevated) through Alderwood Mall is a very serious mistake. No one wants to take light rail to the out-of-the-way Lynnwood bus depot and then take a bus to the mall. It's ridiculous. If there were two mandatory Snohomish County stations for light rail they would be Alderwood Mall and Paine Field.	North Corridor
Link ballard to northgate lightrail.	North Corridor
Lynnwood to UW or Everett to UW light rail	North Corridor
Light rail 405 corridor! Relying on buses in a corridor that has clogged HOV lanes is short sighted. Even though I rarely go on 405, each traffic report every day talks about the Renton S-Curves. The 2x per year I have to go to conferences in Renton and take 405 from Lynnwood, I have to leave so early to prepare for the 405 punishment. Light rail should connect the whole 405 corridor back to the I-5 corridor (Bellevue to Lynnwood where 405 and I-5 connect, and Bellevue to Southcenter where I-5 and 405 connect). Also, express buses from the 405/I-5 connection in both locations outward (for commuters - the Mukilteo speedway is also punishing at rush hour, and traffic reports tell me 167 is same/worse). Also, your ethnicity part of your survey should allow participants to select more than one race or fill in the blank (same with gender - your gender questions are WAY in appropriate and not current). I am multi-racial and your survey did not allow me to show that.	North Corridor
More cars for existing north routes	North Corridor
Bothell/Mill Creek to Seattle; Everything is from Lynnwood but growth in Bothell/Mill Creek is booming and will be a lost issue in no time. And if you are going to only be offering services from Everette and Lynnwood, I would hope you have ample space for park and rides. People are not going to take 2 buses to get to a light rail. The light rail should go through every town like in New York. Also, offering incentives to companies for telecommuting like it is done in other states.	North Corridor
Something that does require a 10-20 minute drive to a Park & Ride	North Corridor
Northgate to Ballard elevated light rail, which would also connect to the UW.	North Corridor
Light rail is a waste of money. It's cheaper and faster to buy buses.	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

<p>A project that addresses how to stop government from allowing growth in our area which is not prepared for. Zoning laws should not allow this tremendous growth without having prepared all that it necessary to maintain the good quality of life that those of us who have lived her for many years expect. Infrastructure, police, fire, security, crime, emergency services, parks, roads, transportation are all areas of concern for those of us that already live her. Our way of life and the quality of our lives have been harmed by the sudden and unprepared growth. Lawmakers and those that are responsible for allowing this to happen should suffer the pain that we are now feeling from their decisions to allow this. Your part is for transportation, and we applaud you for trying to help cope with the devastation that has occurred as a result of growth. My family, friends, colleagues, who have lived here for many years, all believed this was a wonderful area to live, we now no longer believe that. Thank you and good luck.</p> <p>Question 8 below, three choices are not enough. They should all be checked.</p>	North Corridor
Increased number of lanes in freeways, more freeways, more bike lanes, more express bus routes	North Corridor
none - you are overreaching and have not shown you can produce what you promise on time and on budget. light rail is grossly inefficient due to lack of sufficient density. Bus services and HOT lanes would be better.	North Corridor
Heavy rail subway system	North Corridor
More parking at P&Rs. The P&Rs fill up quickly causing many to drive who would otherwise ride the bus. The Everett Freeway P&R could use double or triple the amount of spaces it currently has, Ashway is over full too. I live 10 minutes form the Freeway P&R, but often have to drive out of my way to the Everett transit station to get a parking spot adding an extra 30-40 minutes to my daily commute time.	North Corridor
Rail system to provide service from Everett to multiple settle locations	North Corridor
Light rail from Lynnwood to Renton via I-405.	North Corridor
Transit to shoreline --maybe because that's already being addressed	North Corridor
The light rail seems to be very piecemeal. Why is there not a plan to connect the north end to the south end with something more convenient than the Sounder? It's fine, but it doesn't run often enough to be convenient for airport trips, going downtown, etc. The only time we take the Sounder is for sporting events at the stadiums.	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

SR-522 corridor light rail from Roosevelt Station via Lake City Way/Bothell Way serving Lake City(125th St. & 145th St.), Lake Forest Park, Kenmore, Bothell, Woodinville, Monroe. Alignment would be tunnel from Roosevelt Station to Lake City Way/20 Ave. N.E. where it would be surface in a center roadway median to Bothell. From Bothell the alignment would be elevated in the Freeway median of SR-522.	North Corridor
Ballard to Bothell via Northgate, Lake City, Lake Forest Park, & Kenmore (maybe with extension to Woodinville)	North Corridor
Seattle to Lynnwood Lightrail, Renton to Everett via 405 - ANYTHING TO HELP	North Corridor
Seattle to Everett/ express busses	North Corridor
Access to east side of lake Washington from Lynnwood.	North Corridor
delete some	North Corridor
Bothell and Mill Creek areas are totally ignored from the list. The population growth is high for these regions and the light rail system could be added before all the lands being used for residential houses.	North Corridor
Need to see maps. How would shoreline fit in?	North Corridor
link light rail to Mukilteo ferry	North Corridor
Paratransit access for all transportation systems.	North Corridor
More emphasis on improved bus service and user fees for roads, much less on costly light rail and rail	North Corridor
Cancel it all together, it's an enormous waste of money.	North Corridor
a Lynnwood to Woodinville and Redmond north line would be great going through all the tech parks at Bothell. Could be a potential line	North Corridor
Kenmore/Bothell area looks like it got missed--lots of opportunity to lift commuter burden there--these neighborhoods are *all* commuter neighborhoods	North Corridor
1 SR522 Bus Rapid Transit 2 Light Rail study for SR 522 3 more structured park and rides along SR 522 (Kenmore, Lake Forest Park) 4 BRT Between SR522 and HWY 99 and light rail station along 145th	North Corridor
Light rail from Bothel to Kenmore to Lake City Way to Ravenna to University Village to UW and on to Woodland Park Zoo, proceed to downtown from there.	North Corridor
Use of Eastside Rail Corridor to develop commuter rail service from Totem Lake to Everett via Snohomish	North Corridor
Almost none of these serve the under-served Lake City Urban Hub. We need more than the 522.	North Corridor
Marysville to Everett.	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

Monorail down the middle of the 5 and 405 ... monorail down the BNSF eastside tracks ...	North Corridor
Nothing in this is meaningful to me. I am retired and I don't go to the places light rail goes and can not get to it without driving, so why get out of my car?	North Corridor
Bothel, Monroe, Snohomish and East Snohomish county.	North Corridor
Increased road maintenance and capacity for cars and buses	North Corridor
<p>1. We need service to the Downtown Seattle Waterfront area via Elliott Ave to Alaskan Way. I work on Pier 70 and I can't easily take transit to my location. I used to commute via the 402 and walked from Pike Street to Alaskan & Broad. If the weather was bad I had to coordinate riding Metro and walk a ways up and down hills to catch a bus. I stopped riding the Sounder from Edmonds when the times switch and metro dropped service on Alaskan way to nothing. Please CONSIDER ADDING A Sounder rail STOP or a route that will serve THE NORTH WATERFRONT AREA of Seattle. I would be the first one to drop driving and go back to riding the train.</p> <p>2. The Lynnwood park and ride is ALWAYS full by 7:10 except on Fridays. I used to be able to ride the bus, but since my work hours are later I have no chance at finding parking. Lynnwood needs an expansion, or another park and ride needs to be created somewhere. I am not going to ride a bus to the transit center from my house making it a hour and half commute when I could commute 10 minutes to a park and ride and spend 30 minutes on the bus/train. The MLT transit station is not served by many of the express buses that Lynnwood has and until light rail comes I will not use it.</p>	North Corridor
Study point to point nonstop transit options with reserved seats available online. Currently, several of the express buses I take are full or nearly full at the first stop. Please consider studying a nonstop, reserved seat bus option from Kenmore, Bellevue, or Kirkland Park & Ride to downtown Seattle.	North Corridor
<p>1. Monorail instead of light rail in West Seattle-Downtown-Ballard corridor,</p> <p>2. Factoria - Issaquah - North Bend light rail</p> <p>3. University District - Lake City - Lake Forest Park - Kenmore - Bothell - Woodinville light rail</p>	North Corridor
Parking structure/park n ride facility to support infill station at 220th (and 236th)	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

No matter what is done with mass transit, nothing will improve commute times without the improvements to roads that have been needed for the past 50 years. That is the real reason for the long commute times. There are too many road needs to list here. Take your choice.	North Corridor
The 522 corridor is almost invisible in this list. We urgently need more rapid transit, park and ride facilities and better planning of routes and stops. The cities of Lake Forest Park, Kenmore and Bothell need better transit access to planned light rail, to reduce the overwhelming traffic on 522, and allow efficient transit connections to the airport, downtown and the major employment centers in our region.	North Corridor
Corridor east of I-405 Converting BNSF railway to commuter train or light rail	North Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR522 and the future Shoreline light rail station. Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 Corridor.	North Corridor
Need light rail from Bothell to Kenmore, Lake City Way, University Village and on to Ballard Need street car up the u ave	North Corridor
expansion of services further north; people commute downtown from Lake Stevens, Marysville, Arlington	North Corridor
HOV lanes and other speed and reliability approaches for more buses to build on the success of current ST buses. This offers more travel time benefits to more people than expanding light rail all the way to Everett, Issaquah or Tacoma.	North Corridor
All Ballard to downtown options should be extended to Northgate via Holman Road	North Corridor
Need a Puget Sound area subway system connecting all cities	North Corridor
Solving overloaded ST Express buses.	North Corridor
Feeder routes to the identified future rail lines. Sorely missing is the use of small vans or such to take people to transit. We have walked a mile to reach a bus that takes another 30 minutes to go 5 miles and connect with a bus that can get us to Seattle when it shows up. CT and ST need to quit marking their territory and share it so that PEOPLE have access to dependable and consistent transportation. As it is we use transit when we can, but we are getting too old to hike a mile with luggage and spend half a day getting to SEATAC to start our vacation.....very ugly situation and light rail currently serves only those who can easily access it!	North Corridor
1) North to Everett via 99 and I-5 street level, no elevation building. 2) Build light rail right in HOV lanes on I-5 and Bus lane(s) on 99.	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

Broadening HOV should not be on the project list	North Corridor
Totem Lake to Lynnwood TC via Canyon Park, connecting to Boeing Everett (Paine Field).	North Corridor
Lynnwood TC to Seatac Light Rail	
Expanding bus service. Without expanding bus service throughout the communities in a web the number of people riding light rail will not increase significantly. Getting people from their homes to the trains and back won't happen without a robust bus system that is frequent, reliable and safe.	North Corridor
Add Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station o Add Bus Rapid Transit lanes on SR 522 and conduct a light rail study for SR 522 o Build structured parking garages along SR 522 corridor	North Corridor
If people in South Everett/Mill Creek area do not have good access without going to the Everett station - they will not use it.....I will not go north to go south!	North Corridor
HCT on SR 99 from Downtown Seattle to Aurora Village Transit Center to replace the RapidRide Route E: the RapidRide Route E is overcrowded for much of the day.	North Corridor
I would like to see downtown to Ballard continuing up 15th to at least Holman rd.	North Corridor
Should consider DUMPING RAIL - it's outrageously expensive - inaccessible (elliot bay was an expedient but VERY POOR siting choice). BUSES YES - RAIL NO!	North Corridor
Seattle to Everett (or North) transit options. This is growing worse daily and is OVERLOOKED as a region except for money to support southern or eastern options.	North Corridor
Mill creek and Bothell connections	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

<p>of people to move along THE ENTIRE LENGTH of the rail system (Sounder and/or light rail). You folks have got to STOP viewing this system as Seattle-centric. You've designed everything to operate into and out of downtown Seattle - like that is the hub and everything you create is no more than a spoke off the hub. We need the ability to use transit to move point-to-point anywhere we need to, up and down the line, from North to South and back to North again. And the Eastside. I realize there are many logistical issues to overcome (like where to store and service train sets, crew management, etc.), but ultimately the needs of the system users should drive the design of the system. I cannot commute on the current system from my home in Edmonds to my office in Renton without changing modes and trainsets three times. I have only one schedule that even comes CLOSE to working for my work hours, and results in a 13-hour day. This includes 2 hours and 40 minutes each day on mass transit. If I drive my single-occupancy car, it takes 30 mins. in the morning and about 45 mins. in the afternoon, for a total of 1 hour and 15 minutes of daily commuting. Why would I choose to spend an ADDITIONAL 1 hour and 25 mins., EVERY DAY, just to use mass transit? And why is this so difficult? I have to take a Sounder train to KSS, switch to ANOTHER Sounder train to continue southbound, and then catch a Metro bus for the final leg. This is the ONLY connection of the day that works. The entire system would be better for its users if the design allowed Sounder trains to run straight through from Everett to Tacoma, and vice versa. I've lived in the Puget Sound area all my life. I am grateful for the work so far to provide mass transit options. I also understand the geography of the area constrains most options (don't get me started about the MORONS who built the Convention Center over I-5 and permanently eliminated any hope of expanding I-5 capacity through downtown "vertically"). But what seems to be missing from every mass transit plan I have seen in the past 20 years or so is an acknowledgment that we need a system in the form of a loop - like a large, stretched rubber band - so Sounder trains can work their way North-South-North-South, from at least Everett to Tacoma and back again. Use light rail for the "spokes" off the Seattle hub, if you have to. Then buses can fill in the feeders off of that.</p>	<p>North Corridor</p>
<p>I didn't see anything about integrating all current and proposed ST routes with King, Pierce, and Snohomish county transit routes. I thought one of Sound Transit's goals was develop a regionally comprehensive transit plan, not just build transit routes across all three counties.</p>	<p>North Corridor</p>
<ul style="list-style-type: none"> •Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station •Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 •Build structured parking garages along SR 522 corridor 	<p>North Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

Cancel it and stop wasting my tax dollars!	North Corridor
Lake City Way corridor	North Corridor
Ballard to Northgate connection. Seattle North of 85th has poor East West connection but high traffic volume. Please increase east-west connectivity. With more bicycle and pedestrian connections to Northgate Lightrail. I support a significant pedestrian/bike bridge from NSCC. 100th connection to Northgate and east side of I5.	North Corridor
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	North Corridor
Vast numbers of cars could be removed from the freeways RIGHT NOW if we had bigger park-and-rides. Park-and-rides throughout the region fill up very early in the morning, indicating that many more people would use transit if there were more parking capacity. What good is expanding our transit backbone when so many people cannot access it?	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

<p>145th and SR 522 should not just be studies, but should be included as light rail connection options, making the loop between the I-5 system and the Bellevue extension and potential N-S link described in East Corridor Projects. The potential to relieve SR 522, as well as 520 and 90 crossings by providing a reliable E-W connection would be huge.</p>	<p>North Corridor</p>
<p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p> <p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p>	<p>North Corridor</p>
<p>One critical element that's missing is expanded East/West bus service from neighborhoods to the transit nodes, or simply expanding any East/West transit service. For example, it is nearly impossible to take the bus from Shoreline Community College to the Shoreline Library. When traveling from my home in the Meadowdale neighborhood in Lynnwood there is no direct route to Alderwood Mall and residents have to transfer at inconvenient times at the 164th St. transit center. Two buses, 31 minutes and \$4.00 is too costly for a short 2.3 mile trip from my home. I could almost walk it faster.</p> <p>A great deal of emphasis has been placed on getting people to and from downtown Seattle and other major employment nodes, but I think it is time to start thinking about the feeder routes.</p>	<p>North Corridor</p>
<p>Lynnwood to Bellevue (ideal would be Southcenter) light rail via 405 Bellevue to Redmond light rail</p>	<p>North Corridor</p>
<p>Bothell Way transit improvements</p>	<p>North Corridor</p>
<p>Bothell to Bellevue light rail, and Bothell to Bellevue bike lanes alongside I-405 which would be safer than riding a bike along surface streets.</p>	<p>North Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

Non-522 transit options for riders in Lake Forest Park, Kenmore and Bothell to reach the 145th St. Station and 185th St. Station. That is, bus routes that will serve neighborhoods in those cities, either linking to 522 routes, or going directly to those stations.	North Corridor
rail lines connecting Lynnwood with the eastside (Bothell, Bellevue)	North Corridor
More transporation from Seatte (Sounder or buses) to Renton (The Landing, Boeing) or Transportation from Everett to Renton direct..	North Corridor
Bus-Only Lane from I5 to 405 via Lake City Way/Highway 522. Currently the bus lane is "bus only" for segments.	North Corridor
[changes to original project list in all caps] New Downtown Seattle Light Rail Surface Connection: ELEVATED Ballard to University District: ELEVATED NEW University District to Capitol Hill: PRIMARILY ELEVATED with some tunnel options NEW Downtown to Capitol Hill Light Rail Surface Connection: ELEVATED NEW University District to Bellevue Light Rail Surface Connection: ELEVATED --or adjacent to 520, but NOT on the surface of 520	North Corridor
Bus service along SR-96 corridor between Mariner Park & Ride and Seattle Hill Road.	North Corridor
1. Structured park & ride in Lake Forest Park to allow better system access 2. Structured park & ride in Bothell & Kenmore to augment saturated access 3. Provide HCT on north Lake Washington (SR 522/523) corridor at same time as Link 145th station opens	North Corridor
Light Rail station in Ballard	North Corridor
Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522	North Corridor
Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522	North Corridor

Sound Transit 3 - Draft Priority Projects
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<p>Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522</p>	<p>North Corridor</p>
<p>Lake Forest Park/Montlake Terrace light rail station & park N ride so as to connect to downtown Seattle.</p>	<p>North Corridor</p>
<p>Light rail along 522 (Bothell Way) connecting to light rail to downtown Seattle</p>	<p>North Corridor</p>
<p>Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522</p>	<p>North Corridor</p>
<p>Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522</p>	<p>North Corridor</p>
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network. Also, a line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>North Corridor</p>
<p>Improvement of current transit: South Lake Union streetcar - lane only, or move it underground; bus access from SLU to downtown; bus only-lanes in downtown; better turning options for busses going onto 3rd and 2nd from Stewart; fix Fairview to Mercer mess for I-5 access.</p>	<p>North Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
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Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522	North Corridor
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Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522	North Corridor
Northgate to Ballard	North Corridor
Lake forest park	North Corridor
Northgate to u district and downtown	North Corridor
Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522	North Corridor
Improved access thru Lake Forest Park and Kenmore.	North Corridor
QUICK/CONVENIENT ACCESS TO SEATTLE CENTER! Also - Incorporate Mukilteo multi-modal options into the plan - Sounder, Sound Transit, Ferries, and/or Link. Don't just look at Edmonds Station; consider the Boeing plant up here (as well as other regional employers) and all the people that could use transit to get here.	North Corridor
I-5/164th ave in Mill Creek Traffic relief	North Corridor

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Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522	North Corridor
Any planning in the north should include improvements and upgrades to capacity for sr 522 and sr 527 - especially sr 522, as these are already congested "in-city" main thoroughfares used to avoid congestion on I-405 and I-5.	North Corridor
145th, Lake City Way, Bothell Way. You have got to stop bickering about this route between St of Wash, City of Seattle, King County, Lake Forest Park, Shoreline and Bothell. All of these district have ownership and your "do nothing " approach because it is the other guys who must make the first commitment to address this route. On another note. I think the State and the US Gov/t need to study a need for a new intersated 6 lane freeway from Canada to Mexico placed on the East side of the State of Wash and farther South. This would free up traffic, especially commercial traffic trying to go through Everett, Seattle, Tacoma and Olympia to get good to distribution centers, This might be the answer to a lot of the congestion on the I-5 corridor. It is time to think ahead.	North Corridor
LAKE FOREST PARK..SR 522 & 104.	North Corridor
Construct bur rapid transit lanes along SR522 and light rail study for SR522.	North Corridor
I don't see another place to put this comment, so here it is. SoundTransit should not put even one more rail crossing (commuter, light, trolleys) at grade. At-grade crossings slow down trains, and significantly slow down cars, trucks and buses. They also cause a fair number of accidents and occasionally get someone killed. This is all counter to the purpose of mass transit, which is to move the most number of people as quickly, safely, and inexpensively as practical. Though keeping rail above grade costs more up front, it will save money and lives in the long run, as well as saving a great deal of time and money for those using the streets and sidewalks.	North Corridor
522 from I-5 to Woodinville.	North Corridor
We need a systematic light rail service that reliably serves a much broader area	North Corridor
Marginal Way Bypass. Trains coming north from Tacoma, Federal Way, or SeaTac shouldn't have to go through Rainier Valley. This bypass needs to be grade seperated and high speed,	North Corridor
Edmonds to Bellevue	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

<p>Need to include park and ride facilities in or near Lake Forest Park. Need to include structured parking at both I-5 and 155th and 1-5 and 185th st. stations. Impacts to Lake Forest Park from these new stations MUST be taken into account, and ST must fully fund those impacts.</p>	<p>North Corridor</p>
<p>So many gaps in light rail, having to use bus service to connect from one light rail to the next since it doesn't just follow all the way through. Eliminate the holes in light rail and make it a complete system instead of little rails only serving small areas.</p>	<p>North Corridor</p>
<p>Light rail on I405 from Lynnwood to SeaTac.</p>	<p>North Corridor</p>
<p>1: Light rail from Ballard to the UDistrict does not seem efficient, it seems that a streetcar connection here is a better option allowing Ballard, Phinney Ridge, Fremont, Wallingford, and the UDistrict to all be served with multiple neighborhood stations instead of a likely single intermediary tunnel stop in Wallingford(?) 2: BRT from Bothell to Northgate, and Bothell to Redmond via Kirkland. 3: The Downtown to Ballard proposed lightrail is via either 15th avenue west of Queen Anne, or via Westlake, east of Queen Anne, it is unlikely both would be built, a contingency for street car service on the 'losing' route should be considered. The optimal alignment would seem to be lightrail via 15th/elliott, and streetcar via westlake/fremont/leary.</p>	<p>North Corridor</p>
<p>Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor. Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station. Construct Bus Rapid Transit on SR 522.</p>	<p>North Corridor</p>
<p>Access to transit improvements and continuous transit-only lanes on the SR-522 corridor. Communities along this corridor have been reliable supporters of Sound Transit from the beginning and have very little to show for it. Support is beginning to erode, while congestion on SR-522 is way up due to SR-520 toll-avoidance.</p>	<p>North Corridor</p>
<p>The priority projects neglect to mention any improvements to Hwy 522. The cities of Kenmore, Lake Forest Park and also Lake City in Seattle have already been adversely effected by tolling on the 520 bridge. The addition of light rail stations at 145th and 185th will add to the traffic and congestion in these cities/neighborhoods. We need more park and ride capacity at these stations and also much, much better transit access to both stations to minimize the impacts.</p>	<p>North Corridor</p>
<p>Increased service (bus, light rail, etc) between Lynnwood and Bellevue.</p>	<p>North Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

<p>1. Alignment of Link between Lynnwood Transit Center north via HWY 99 to Airport Road to Paine Field back to 99 Evergreen to Everett Station (Skipping I-5 Alignment covered by ST Express Bus).</p> <p>2. 15 min. peak - 30 min. off peak Frequency ST Bus Service from Edmonds Sounder Station to Aurora Village (Edmonds Way to 99 To Aurora Village (Swift Connection) to Meridian to 175th with Flyer stops at, 145th, Northgate at a New Flyer Stop at NE 107th ST, with a pedestrian bridge crossing I-5 for connection to Mall and Link for UW connection with direct Non Stop to Seattle CBD from Northgate.</p> <p>3.</p>	<p>North Corridor</p>
<p>Whatever happens with any future project that will affect traffic on 522 (which has increased exponentially in the past few years), we, who live in Lake Forest Park emphatically want to voice that we need a help in managing the parking and overflow traffic on our neighborhood streets. Lake Forest Park is the only incorporated town who does not have a Park-and-Ride and one is desperately needed. Monroe, Bellevue, Redmond, Kirkland, Bothell, and Kenmore all have Park-and-Rides...we do not have one in LFP. The quality of life in our particular neighborhood has been reduced because of so many using our streets for a park-and ride. The traffic increased when they decided to toll the 520 bridge and we have legitimate fears that any other changes to the transportation near and around us will dramatically exacerbate and increase traffic and parking problems in our area.</p>	<p>North Corridor</p>
<p>Shoreline to Bellevue (148th NE & NE 29th Place Station)</p>	<p>North Corridor</p>
<p>High(er) capacity transit connecting Shoreline and Bothell/Woodinville either rail or BRT.</p>	<p>North Corridor</p>
<p>Build a park and ride structure in Lake Forest Park. Construct Bus Rapid Transit on SR 522 Construct bus rapid transit along 145th st. between SR 522 and future shoreline light rail station.</p>	<p>North Corridor</p>
<p>Effectiveness of increased lane capacity on regional Interstates and Highways.</p>	<p>North Corridor</p>
<p>Better options to relieve I-405 congestion from Everett to Bellevue -- light rail, express bussing Better options to relieve I-90 congestion from Issaquah to downtown Bellevue and to Seattle-- light rail</p>	<p>North Corridor</p>

Sound Transit 3 - Draft Priority Projects
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<p>***Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor</p> <ul style="list-style-type: none"> •Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station •Construct Bus Rapid Transit on SR 522 	North Corridor
<p>Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor</p> <p>Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station</p> <p>Construct Bus Rapid Transit on SR 522</p>	North Corridor
<p>There is no project for connection high occupancy neighborhoods from Everett to Kirkland to Bellevue/Redmond. Having a mass rapid transit system would help move people off Cars and free up roadways</p>	North Corridor
<p>Evaluating the use of the existing BNSF line for Ballard and Magnolia stops for North Link (these stops were shown in 1996 PSRC TIP).</p> <p>Increasing parking at Sounder north locations and better promotion. Should a landslide truncate service between Mukilteo and Everett, why not provide service from Multieo to Seattle instead of eliminating the entire run.</p> <p>Providing the missing ramps from Ash Way P&R to and from I-5 from the north. The existing bus routing forces buses to negotiate the mess of 164th St SW.</p> <p>Replace the horrible Kinkisharyo trains currently in service as the experience on high speed stretches (Rainier Beach to Tukwila Intl Blvd) is jarring.</p>	North Corridor
<p>Build a park and ride structure in LFP and structured parking garages along the Sr522 corridor</p> <p>Construct Bus Rapid Transit lanes along NE 145th St., between Sr522 and the future Shoreline light rail station</p> <p>Construct Bus Rapid Transit on Sr 522</p> <p>Lake city, Bothell, Woodinville, Kirkland.</p>	North Corridor
	North Corridor
<p>Acceleration of existing projects. It is taking too long to complete these improvements.</p> <p>More east-west travel corridors within Seattle city limits.</p>	North Corridor
<p>Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor.</p> <p>Construct Bus Rapid Transit lanes along NE 145th St between SR 522 and the future Shoreline light rail station</p> <p>Construct Bus Rapid Transit on SR 522</p>	North Corridor

Sound Transit 3 - Draft Priority Projects
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<p>Bus improvements are needed in Snohomish County. We need more trips immediately, a 512 extension to N. Everett and flyer stations at Swamp Creek and Mariner so that ST can serve those lots (they have available parking capacity). Another station could draw riders on 405 north of Canyon Park somewhere. Perhaps think about providing an Everett - Paine Field to Renton route (I've heard that a few people have jobs in those areas). Also consider extending the 535 from Lynnwood to Northgate. These are both designated as regional growth centers and future train stops, but you don't even run a bus between them today. How about you make some attempt to develop the market before just dropping rail on it. I know a guy who is building your tunnel and can't get to work on transit reasonably because of this gap in service. Sadly hilarious in a bad jokes about gov't incompetence sort of way. You don't have anything on the list for Sounder North except an Edmonds Station, which I think you already built??? It needs more trips and a stop on the N end of downtown, maybe ballard too. Thanks.</p>	<p>North Corridor</p>
<p>Bothell and mill creek connections to Redmond and Bellevue via Light rail.</p>	<p>North Corridor</p>
<p>Infill light rail station at Park and Ride lot between N and S Bound I 5 at Silver LAKE</p> <p>Infill light rail station at 128th and I 5 N with express connection from McCollum Park/Landfill park and ride lot</p> <p>Light rail stop to service Mill Creek Community</p> <p>Forget more bus services, add light rail stops convenient to people and park and rides</p>	<p>North Corridor</p>
<p>1) Light rail from Downtown Seattle to downtown Bellevue. 2) Light rail from Lynnwood and Bothell to Bellevue and Seattle</p>	<p>North Corridor</p>
<p>Include in the study options for: Light Rail from Bellevue to Redmond Light Rail from Redmond to (by way of Bothell) to Lynnwood Rather than just "possible options for rapid bus"...</p>	<p>North Corridor</p>
<p>An option for commuting from south Snohomish County/north King County down the Eastside to the Renton area.</p>	<p>North Corridor</p>
<p>Crown Hill/Greenwood (145th, etc) to downtown/SODO. Same issues as Ballard. North/south surface streets and interstates are a nightmare during rush hour.</p>	<p>North Corridor</p>
<p>North exit and entrance to I-5 at 164th st ParknRide access.</p>	<p>North Corridor</p>
<p>522 service along Bothell-Everett Hwy.</p>	<p>North Corridor</p>

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1.Build a park and ride structure in Lake Forest Park. 2. Construct Bus Rapid Transit lanes along NE 145th St between SR 522 and the future Shoreline light rail station. 3. Construct Bus Rapid Transit on SR 522.	North Corridor
Lite rail transportation should also include Skagit county and beyond. Many commuters live in Stanwood, Mt Vernon, and Sedro Woolley . Eventually I hope there will rail transit to the Canadian border. There are many tacks that are not being used and may be useful to such a project.	North Corridor
Identify options for North Seattle residents to easily connect to the Eastside. This is an awkward commute to say the least. No easy bus service to anywhere but downtown Bellevue. Issaquah/Eastgate/Factoria have a very high concentration of employers and are left out of the conversation.	North Corridor
North seattle east to west routes-- Broadview to Lake City.	North Corridor
Good transit from North Broadview to Ballard	
We need a commuter option from Everett to downtown Seattle through Lynnwood, Edmonds, and Ballard.	North Corridor
405 corridor light rail	North Corridor
	North Corridor
Connecting North sound to the East Side to relieve pressure on 522 and provide those residents with access transit access to east side employers. We live in Lake Forest Park and currently have extremely limited transit options to the Redmond and Bellevue.	
Uninterrupted (no connections necessary) light rail from Everett to SeaTac (via Lynnwood and Seattle). More parking at some of the main park and rides (Lynnwood for instance); you can improve the lines but if people can't park they won't use it	North Corridor
More options from snohomish north king county	North Corridor
Bothell (I405) to Bellevue (I90)	North Corridor
Downtown to airport EXPRESS light rail. It's takes too long to travel Westlake (where the hotels are) to the airport.	North Corridor
Lake Forest Park	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

Expanded North end Sounder service in BOTH directions and all day long.	North Corridor
When it comes right down to it, the original plan should have been light rail (or commuter rail as it exists in real first world countries) from Vancouver, BC, to Vancouver, WA and Seattle to Spokane. If the Interstate highway system boondoggle had been planned at this pace, I-90 would be reaching Issaquah about now and I-5 perhaps to Everett in the north and Tacoma in the south.	North Corridor
Light rail access point from SLU area	North Corridor
Light rail from Lynnwood - Bellevue - Renton/Tukwila along I-405 instead of the proposed bus rapid transit. Given current and future traffic on I-405, BRT would not be rapid. Also would be an feasible alternative from the north sound to SeaTac airport.	North Corridor
Northbound SR 522 HOV lane needs to be extended from NE 145th to NE 170th in Lake Forest Park. Also, connections are needed from communities north of Lake Washington (Lake Forest Park, Kenmore, etc.) to light rail stations at 185th/I-5 and 145th/I-5. Additionally, the City of Lake Forest Park is in need of park and ride facilities.	North Corridor
We should be looking at a high speed rail to connect Seattle, Tacoma, Olympia and Portland.	North Corridor
522 light rail	North Corridor
Secure, separated bicycle highways. Secure, separated pedestrian highways throughout the city, especially in areas where there are no existing sidewalks.	North Corridor
We need light rail for the entire I 405 freeway. The traffic is horrendous and this issue is being oddly ignored other than adding outrageous tolls to the new HOT lane.	North Corridor
Transit options for southeast Snohomish County	North Corridor
SR 9 further widening past Snohomish light rail from Bothell to Renton	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

<p>I request the addition of a park & ride facility in Lake Forest Park in ST3. Also, I would like to see High Capacity Transit Service connecting the SR-523/145th Corridor with High Capacity Transit Service on the SR 522 corridor in the Sound Transit 3 Plan (ST3) to be considered in the ST3 plan moving forward.</p> <p>Our community is very excited about the Lynnwood Link Extension (LLE) opening in 2023; however there is still work to do to ensure that riders in Lake Forest Park and North King County can access the LLE stations. With planned ridership of over 5,500 boardings per day each at the NE 145th Street Station and the NE 185th Street Station, there must be robust, high-capacity transit connecting to the stations as the 500 stall parking garage alone cannot possibly handle that volume. Without substantial improvements in access to transit and in the corridors, light rail and mass transit will pass us by.</p> <p>While served by SR 522 (Bothell Way) and SR 104 (Ballinger Way), Lake Forest Park is burdened by the transit access difficulties of elevation, topography and natural features all affecting roadways, and no park & ride facility near the highway corridors. Our community wants to use transit, but without transit access improvements, increases in usage after Link arrives will be marginal. Other North Lake Washington cities with park & ride lots see them jammed by early morning, so all of us risk not being able to use mass transit in greater numbers.</p> <p>I urge you and the Sound Transit Board to add parking structures at town centers in Lake Forest Park, Bothell, and Kenmore and to add High Capacity Transit on SR 522 and SR 523 to the ST3 plan to ensure the system truly allows communities to connect to light rail system.</p>	<p>North Corridor</p>
<p>Light rail extension along 522 to Kenmore, Bothell, Woodinville</p>	<p>North Corridor</p>
<p>Highway 522 transit corridor from Woodinville via UW Cascadia to downtown Seattle. This can be either BRT or light rail. There is no provision in any long range plan for improving transit in northeast king county and yet density/population is infilling rapidly in Woodinville, Bothell and Kenmore.</p>	<p>North Corridor</p>
<p>High speed rail from Everett Station directly into Downtown Seattle. Intercity shuttles in Seattle, i.e. the Orbit Shuttle system in Tempe, Arizona.</p>	<p>North Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

Better ways to manage downtown Seattle to Alderwood, edmonds and mill Creek areas. South Everett near ash way and 128th.	North Corridor
Commuter rail service from Everett to Renton on the east side of the lake.	North Corridor
Greenwood Ave/Shoreline connection to Ballard/Downtown	North Corridor
130th light rail station	North Corridor
Subway connecting Downtown to SLU and the central district/23rd corridor by way of capitol hill.	North Corridor
Bypass line for the MLK stretch of Central Link - faster travel times to the airport and more importantly to South King and Pierce for commuters.	
Light rail line from Ballard via Crown Hill and Greenwood to North Seattle and Lake City and beyond.	
Increased access to downtown Seattle for Rainier Beach, Renton, Columbia City, Central District.	North Corridor
Further options around north seattle, edmonds, lake forest park, bothell	North Corridor
North Snohomish county needs transit attention!	North Corridor
Additional study for Tukwila-Southcenter-Renton-Bellevue Light Rail	North Corridor
Additional study for U-District-U Village-Lake City Light Rail	
Parking! more parking!!! The Everett freeway station was a joke because it didn't provide more spaces than Eastmont. what is the point in expanding traffic if there is no place to park?	North Corridor
Lake City to downtown light rail.	North Corridor
High capacity transit options between Lynnwood and Seattle.	North Corridor
Light rail crossing lake Washington on Highway 520 bridge	North Corridor
Adding train cars to Sounder North line, as current capacity will soon be exceeded.	North Corridor
i405 light rail from SeaTac to Lynnwood or Everett	North Corridor
Anything addressing the challenges around transit along 522 in Lake Forest Park or along Ballinger Way (Hwy 104) - transit center, park and ride, local service to existing park and rides, etc.	North Corridor
Ballard to northgate	North Corridor
If there is light rail from Lynnwood to Seatac, would that include stops along the way to Bothell, Bellevue, Kirkland, etc?	North Corridor
Better transit for evening and weekend trips between Lake Forest Park and downtown Seattle.	North Corridor
A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

Abandon further light rail.	North Corridor
More park and rides along SR-522, and in Kirkland. They are always FULL!	North Corridor
More parking spaces for Lynnwood Transit Center. More Bus services from Lynnwood Transit Center to Downtown Seattle and from Downtown Seattle to Lynnwood Transit Center.	North Corridor
Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor	North Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station	
Construct Bus Rapid Transit on SR 522	
Bothell to Kirkland/Bellevue area.	North Corridor
Lightrail and/or dedicated BRT lanes covering the length of the I-5 corridor from Marysville in the north to Tacoma in the south.	North Corridor
Same thing for 405 from Lynnwood down to Auburn and lightrail lines running east to west on 520 and I-90. Why are we expanding freeways and bridges instead of adding lightrail right down those frequented corridors? If buses have to use the same lanes as car traffic, it does not benefit riders. It's time for Seattle to commit and make the switch to mass transit that works and gets the cars off the roads.	
Need a better vision on how light rail will replace daily use of vehicles. Right now, unless you live and work on the light rail corridor, it is hard to see how that will improve your daily commute. I would love to see a grid of light rail (north-south routes along I-405, I-5, and 99 corridors, and east-west routes along I-90, 520, and 522 to get started. Commutes are already built around those routes due to capacity filled roadways, we need to get people out of cars and onto light rail!)	North Corridor
Seattle to Lynnwood light rail services.	North Corridor
Too little too late	North Corridor
More bicycle lanes that run longer distances. Not BS bike lanes that begin and end within a neighborhood.	North Corridor
Cross lake light rail	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

<p>More work needs to be done to improve and expand ST Express bus service. There is a major gap in coverage around the border of Seattle and tremendous opportunities to make faster, more reliable service with HOV lanes and speed and reliability improvements. Expanding light rail to the south is a waste of money when we could get faster travel times much sooner with more targeted investments in bus service and to a lesser degree, Sounder service. Making sure there is a fast and reliable trunk HOV lane with branching off ST Express service will provide much better service coverage than light rail. The routing through SE Seattle is slower than reliable HOV lanes on I-5. Light rail should aim to serve closer in, areas with bus service and Sounder providing service to further out areas. Much better work needs to go into bus/rail transfer facilities as well.</p>	<p>North Corridor</p>
<p>North Snohomish County is rapidly growing. I feel that if this area is included now it will eliminate additional costs in the future.</p>	<p>North Corridor</p>
<p>"Rapid Rides" via Light Rail to Airport (don't stop at every stop - takes too long, driving solo is faster Lynnwood to Bothell to Kirkland to Bellevue Light Rail (possible stop in Woodinville)</p>	<p>North Corridor</p>
<p>Kenmore and Bothell need access to light rail.</p>	<p>North Corridor</p>
<p>In speaking with my friends, from most parts of the area, it makes sense to run the LINK line to Everett through Paine field as the Sounder North Line is delayed or not run because of mudslides. Additionally, the SDOT and regional plan had a Ballard connection that went through Northgate and then went along 522 to UW Bothell and Woodinville. The Bellevue line should run north and connect to the Woodinville line and make a circle around the lake both for population growth and if anything ever happens to the I-90 connection (e.g, earthquakes). There seems to be more expansion planned for the south end of King County, but why is it North Seattle, Snohomish County, and the interior King County areas are still not getting reliable services beyond buses that are standing room only in the mornings? It will take 24 years from the day Sound Transit opened to get to Northgate. The lack of a long range plan invites delays and makes me less likely to vote for it.</p>	<p>North Corridor</p>
<p>The Lake City area is woefully underserved by mass transit, particularly south of 125th Street. Nobody seems to care or have interest in making it easier for people in this area to get to the Northgate Transit Center or directly from Lake City to Downtown. It's ludicrous that it takes me up to 2 hours each way to get from home (Lake City and 98th) to work (lower Queen Anne). It's only 13 miles away!!</p>	<p>North Corridor</p>
<p>It would be great to have light rail service from the Northgate area to Downtown Seattle</p>	<p>North Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

stop the taxation for your pet projects	North Corridor
no	North Corridor
Eastside rail corridor Bellevue to Snohomish	North Corridor
A North light rail route that serves Paine Field area AND the Everett Mall. Everett Mall will dry up and blow away if it is the only Mall north of Seattle with no light rail service.	North Corridor
Greenwood to Downtown via Ballard/15th/Elliott Ave	North Corridor
Partner with Amtrak for a locomotive shop in the central seattle area	North Corridor
Lynnwood to Seattle	North Corridor
Bothell to Everett	North Corridor
light rail from downtown seattle to Lynnwood/Bothell	North Corridor
Additional resources to quickly complete connection of light rail to northgate and 145th.	North Corridor
MONORAIL: From Downtown to North along 99 corridor beginning with Ballard, then Shoreline, then Edmonds, Lynnwood, and Finally Everett. Monorail is elevated which minimizes impact on neighborhoods and utilities, and is energy efficient using new technology such as maglev or other new technologies. LIGHT RIAL: northbound from Seattle to Everett via I-5 corridor. There is enough right-a-way along I-5 to build light-rail. Chicago has very effective rail service from suburbs to downtown via rail on interstate highway systems. If elevated it will take up less of a footprint.	North Corridor
Bothell	North Corridor
express service on 522 to link 145th street. North end of lake washington park and ride with transit access	North Corridor
Extend I405 North all the way to Bellingham - Make HOV lanes only through Seattle -	North Corridor
*Build a park&ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor *Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station *Construct Bus Rapid Transit on ST 522	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

SR-522 corridor, through Lake Forest Park, needs more Park & Rides! The bus lanes are in place, but ridership through is under-utilized due to a lack of adequate parking near the roadside bus stops. Solution: > Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor > Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station > Construct Bus Rapid Transit on SR 522	North Corridor
522 improvements	North Corridor
--Issaquah Highlands to Overlake via Sammamish, Redmond --Access and connection on NE 145th Street from SR 522 to Link light rail Parking garage in LFP	North Corridor
Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522	North Corridor
Park and Ride for Lake Forest Park	North Corridor
Tacoma to Gig Harbor	North Corridor
Build a park & ride structure in Lake Forest Park Construct Bus Rapid Transit lanes along NE 145 St, between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522	North Corridor
You need to seriously look at improving transit on the east side. Adding a tolling burden on commuters to speed up the HOV lanes(and then sending the majority of the money out of state?!) doesn't fix things for the majority of commuting taxpayers, and people are driving alone because there are NO GOOD transit options on the eastside. None.	North Corridor
Souder Ballard station / park & ride	North Corridor
Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522	North Corridor
BOthell to Bellevue, Seattle to Bellevue,	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522	North Corridor
Light rail or sounder from Lynnwood to Seattle.	North Corridor
Expansion of or alternative to Ballinger--connecting I-5 with the Eastside. Tolling has forced much more traffic into Ballinger and through Lake Forest Park and Kenmore.	North Corridor
We need a line that runs from Ballard through Woodland Zoo and onto University Village and Ys. One spur up 25 to 75 then cuts over to Lake City Way and runs with 4 stations along LCW and onto Bothell. Other spur proceeds to Children's Hosp. and on to NOAA and over to Kirkland/Redmond.	North Corridor
Would be nice to put moving walkway at airport to link station.	
Park and Rides/expanded service and connections for Lake Forest Park, Bothell Way, Ballinger Way.	North Corridor
<ul style="list-style-type: none"> •Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor •Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station •Construct Bus Rapid Transit on SR 522 	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

<p>June 26, 2015 The Honorable Dow Constantine Chair, Sound Transit Board 401 S Jackson Street Seattle, WA 98104</p> <p>Dear Chair Constantine,</p> <p>I request the addition of a park & ride facility in Lake Forest Park in ST3. Also, I would like to see High Capacity Transit Service connecting the SR-523/145th Corridor with High Capacity Transit Service on the SR 522 corridor in the Sound Transit 3 Plan (ST3) to be considered in the ST3 plan moving forward.</p> <p>Our community is very excited about the Lynnwood Link Extension (LLE) opening in 2023; however there is still work to do to ensure that riders in Lake Forest Park and North King County can access the LLE stations. With planned ridership of over 5,500 boardings per day each at the NE 145th Street Station and the NE 185th Street Station, there must be robust, high-capacity transit connecting to the stations as the 500 stall parking garage alone cannot possibly handle that volume. Without substantial improvements in access to transit and in the corridors, light rail and mass transit will pass us by.</p> <p>While served by SR 522 (Bothell Way) and SR 104 (Ballinger Way), Lake Forest Park is burdened by the transit access difficulties of elevation, topography and natural features all affecting roadways, and no park & ride facility near the highway corridors. Our community wants to use transit, but without transit access improvements, increases in usage after Link arrives will be marginal. Other North Lake Washington cities with park & ride lots see them jammed by early morning, so all of us risk not being able to use mass transit in greater</p>	<p>North Corridor</p>
<ul style="list-style-type: none"> •Build a park & ride structure in Lake Forest Park with structured parking garages along the SR 522 corridor •Construct Bus Rapid Transit lanes along NE 145th Street, between SR 522 and the future Shoreline light rail station •Construct Bus Rapid Transit on SR 522 	<p>North Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor. Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station. Construct Bus Rapid Transit on SR 522.	North Corridor
Items that improve the way the vast majority of people commute (i.e. by car) rather than social engineering. Additional access ramps would be a good start. Despite all the money spent by Sound Transit and other organizations on regional mass transit, highway delays and congestion continue to increase. A change in strategy is clearly needed.	North Corridor
Drop light rail and expand bus service.	North Corridor
Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522	North Corridor
More freeway lanes without tolls!	North Corridor
Access to the regional transit options for Lake Forest Park. The 522 corridor is slammed with commuters and we have no park and ride access. That means extra cars on the road of we can connect to the rail lines. There also is a need for hOv lanes in Tacoma - the dome and JBLm are the most congested areas along I5. The rail line to Olympia would be a great help with a stop at JBLM. Lots of govt employees are commuting south and all the improvements are not going far enough. In my agency alone, over 200 people commute from Tacoma. The rail system does not work for southbound commuters. It's a 3 hour ride from one end to the other, because buses are still part of the patchwork system	North Corridor
East Snohomish and King Counties	North Corridor
this survey is rigged to force the results of supporting Sound Transit	North Corridor
Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522O	North Corridor
Everett to Bellevue /Issaquah options (east side rail option not via Seattle) Everett Transit integrated into the connecting options	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

There are no new options for 522 or Hwy 104 where traffic is growing considerable in and around our Lake Forest Park neighborhood. Getting to Seattle or Bellevue are both very difficult and need upgrades.	North Corridor
a light rail extension to Snohomish.	North Corridor
build a park and ride structure in lake forest park along 522coridor	North Corridor
rapid bus transit on 145th corridor and SR 522	North Corridor
Lake Forest Park Park and Ride	North Corridor
Lake Forest Park has been forgotten	North Corridor
	North Corridor
A system of better bus routes would be more flexible, less expensive and available sooner.	
Infill Light Rail Station: 155th Street (Lynnwood Link)	North Corridor
Pedestrian and Bicycle Bridge across I-5: Northgate Transit Center (Northgate Link)	
Link Rail into Greenwood/Greenlake/North Seattle	North Corridor
widen the freeways, build new freeways. Stop waisting all our money on city and state run transit!	North Corridor
No light rail you are 50 years behind times. No way to catch up by wasting money.	North Corridor
	North Corridor
Build a Park and Ride structure in Lake Forest Park	
Construct rapid bus lanes along 145th to link Sr 522 and the new shoreline light rail station	
Construct bus rapid transit along bothell/ lake city way	
BUILD MORE ROADS!	North Corridor
	North Corridor
A tunnel/elevated light rail project from Maple Leaf Station to Kenmore that follows SR 522	
	North Corridor
Light rail up I-405 from Bellevue through to Everett.	
Expansion of park-and-ride lots in South Snohomish Co to support ridership along 405.	
Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor	North Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station	
Construct Bus Rapid Transit on SR 522	
all of them	North Corridor
Need massively more park-and-ride installations, especially in Lynnwood. 527 and Lynnwood Transit Center are full by 7:00am	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

1. Adding bus service that crosses the north King County boundary that serves King Co residents that commute to Snohomish County. 2. Sound Transit handle all transit that crosses county boundaries and operate them transparently so that folks along the whole area are served to fill in gaps near the county boundaries.	North Corridor
Reducing highway congestion. Stopping all light rail projects at their current final destinations.	North Corridor
Rail to ne 130th	North Corridor
Significantly improved transportation around the north end of Lake Washington ... ie, the 522 Corridor.	North Corridor
Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522	North Corridor
Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522	North Corridor
More frequent transportation option to Mukilteo (bus or Sounder).	North Corridor
130th, more east west routes	North Corridor
Build a park and ride in Lake Forest Park with parking garages along SR 522 Construct bus rapid transit lanes along NE 145th, between SR 522 and future Shoreline light rail station Construct bus rapid transit on SR 522	North Corridor
Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522	North Corridor
(1) Construct Bus Rapid Transit on SR 522 with intent to put in light rail in the future, (2) Construct Bus Rapid Transit lanes along NE 145th St, from SR 522 to the future Shoreline light rail station, and (3) Build structured parking garages along the SR 522 corridor	North Corridor
Something to deal with the increase in traffic on SR 522	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

<p>"Lynnwood-SeaTac I-405 Light Rail" in similar manner as I-405 BRT. In fact, considering I-5 & I-405 traffic corridor around Lake Washington, it seems logical to have Light Rail service that circulates around Lake Washington (Seattle - Shoreline - Edmonds - Lynnwood - Canyon Park - Woodinville - Kirkland - Bellevue - Renton - Tukwila - SeaTac - Boeing Field - Georgetown - Seattle) and with "Spokes" jutting out from Lynnwood to Everett, Bellevue to Issaquah, Tukwila to Tacoma and Seattle to Ballard. Currently listed, I-405 BRT Lynnwood to SeaTac should really be Light Rail, not buses! Learn from Vancouver BC an Portland OR.</p>	<p>North Corridor</p>
<p>This needs to extend further north and south with URGENCY AND ACTION! When the HOV lanes were expanded north from Lynnwood, it was obvious it was not going to be enough at the time let alone once it was finished. Traffic into and north of Everett is terrible! At this point in time it has been much too long since a comprehensive plan could and should have been established years ago when it would have made a greater impact. Now there are plans, laws, and attitudes, especially with too much studying and NOT ENOUGH ACTION WITH A SENSE OF URGENCY! As a result, our metropolitan areas - I-5 Arlington to Olympia, I-405, I-90, and 167, as well as other areas, are suffering greatly from terrible traffic and poor management/planning/action. We need a comprehensive plan that includes freeway building and expansion, bus, light rail, etc. There is clearly no single best or right answer. There has long been a mentality that seems to be a "band-aid" approach to solving problems after they have been identified as significant - by the time a project is finally done it only improves things to be as bad as it was before it was started (I-5 HOV north expansion, I-405 expansion, etc.). However, what is clear is that traffic is only going to get worse. We can and need to move faster and think more long-term well ahead not just a few years. It will likely mean some people will dislike what it means to them, especially when homes and businesses need to be relocated or removed, but it must be done!</p>	<p>North Corridor</p>
<p>Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522</p>	<p>North Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

Projects to add additional Parking spaces in park and rides. The lack of spaces like in Canyon Park, Kenmore etc are the cause for traffic congestion in I-405 between Bellevue and Bothell, and I-5 between Lynnwood and Seattle. With an unprecedented growth in new home construction in Bothell, things will get out of hand pretty quickly unless more parking spots are opened.	North Corridor
Shoreline, Lake City Way, Bothell Way	North Corridor
Additional Sounder North service to allow more options for people who live north to work south now there is only one North / South combination of trains in the morning and evening. Everett to Tukwila.	North Corridor
Expanding the 512 to an all night on weekend service.	North Corridor
-Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor -Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station -Construct Bus Rapid Transit on SR 522	North Corridor
405 and 522	North Corridor
Seattle/Eastside transit connections	North Corridor
We need relief from 405 traffic. There should be light rail access from Everett to Bellevue.	North Corridor
People in this region don't want more mass transit they want to have more capacity on the roads. Our region was not set up for mass transit and it is to confing to try to work around all the obstacles.	North Corridor
Snohomish County east of mill creek & Everett - snohomish area, linked to light rail corridor. Traffic is horrible and there is an immense amount of apartments and additional housing being built and it will be much worse before light rail gets to the north end.	North Corridor
More East-West mass-transit options throughout the metro area, including connections from Aurora to I-5, especially in N King County	North Corridor
North Seattle. Better access along 522	North Corridor
There needs to be AFFORDABLE HOUSING included in these plans!!! I believe the light rail station on Capitol Hill is going to have senior housing on top of the 'tunnel', run by Capitol Hill Housing. With the amount of baby boomers who will be retiring in the next 20 years (10 years really) - the housing plans need to be in the projects to show residents that there is some planning going on!	North Corridor
Structured park and ride in the north end lake forest park, Kenmore,	North Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 North Corridor

<p>The impact of an additional 10,000 car trips a day on a two lane road through a residential neighborhood in Richmond Beach, Shoreline caused by the development of the Point Wells property. How will new and existing citizens access rapid transit options and if they can't, what will be the impact? Who will pay for any "improvements" needed? What can be done to minimize the impact on current residents?</p>	<p>North Corridor</p>
<p>Light Rail Service Everett to Seatac.</p>	<p>North Corridor</p>
<p>99 light rail Everett to Olympia</p>	<p>North Corridor</p>
<p>Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522</p>	<p>North Corridor</p>
<p>Shoreline to First Hill Shoreline to University Shoreline to Ballard Shoreline to Queen Anne & Magnolia Shoreline to East Side All of these in reverse</p>	<p>North Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Identify missing projects	Corridor origin
<p>Larger variety of East King County projects. For example, a more comprehensive BRT network and different LRT alignments. The end points are generally fine (Kirkland, Issaquah, Renton) but there aren't enough options to "mix and match." HCT from Renton to Burien. HCT along Lake City Way/SR 522. Some kind of HCT serving Seattle's Central District (NOT Madison BRT). HCT from Bellevue to Redmond via Crossroads (current Rapid Ride B). HCT from Kirkland to Redmond. HCT from Federal Way to Auburn/Kent.</p>	East Corridor
<p>Issaquah historic district light rail station, light rail Ferry connections (edmonds & Mukilteo), express light rail service to the airport once UW is connected.</p>	East Corridor
<p>Issaquah to Downtown Light Rail, could run through a Bellevue center that could then split north, south, east, and west. The bus system is nice, but that would allow a lot of flexibility when it comes to work commute, downtown, airport, and general Seattle commuting.</p>	East Corridor
<p>Issaquah to Seattle light rail</p>	East Corridor
<ol style="list-style-type: none"> 1. Light rail or BRT between the Aurora Ave/Greenwood corridor and downtown Seattle via South Lake Union. 2. Express bus connection between Kent Valley communities and Seattle. 3. Fast connection of downtown Kirkland with ERC and/or I-405 BRT. 	East Corridor
<p>Connecting King County with Boeing Everett (rapid ride-style). The Boeing bus is too early in the morning for office workers at the site. Connecting Bellevue neighborhoods with transit centers without circuitous routes. connecting Bellevue neighborhoods with downtown Seattle.</p>	East Corridor
<p>Bothell/Woodinville needs light rail w/PNR service BADLY!!!</p>	East Corridor
<p>The I-405 corridor through Redmond has the worst traffic in area. Why is nothing being done? I will vote for no more light rail expansions until Renton is included in the plan.</p>	East Corridor
<p>Woodinville/Bothell to SeaTac via Bellevue Light Rail</p>	East Corridor
<p>Public transportation introduction in Klahanie and Trossachs areas of Sammamish that could connect to Issaquah, Redmond, Bellevue and Renton</p>	East Corridor
<p>Sand Point-Kirkland Lake Washington light rail crossing</p>	East Corridor
<p>Kirkland to downtown Seattle</p>	East Corridor
<p>Expansion of existing bus lines (relatively low cost) to growing neighborhoods (e.g. bus service from Kirkland to Fremont on a single bus)</p>	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>It is difficult getting decent bus connections from Kenmore to Renton (and returning) even though both are on I-405. You must be aware of the bumper-to-bumper commute in the afternoons from I-405 southbound from up north to Renton (and further south). Perhaps it is due to a lack of public transportation options that result in people jumping in their cars. What will further be a nightmare is when they start tolling I-405 and the 2+ carpools decide if they have to pay, they may as well drive separately. It's a catch 22 as there are a lot of people driving southbound I-405 because there aren't viable public transportation frequency or connecting options that give them incentives to get out of their cars; and therein is the problem because ridership isn't as robust as the east/west routes. It does mind-boggle me that Kenmore has easy access to I-405 south, but taking the bus can take up to three buses to get there and in the afternoon, the frequency is not frequent enough for making connections.</p>	<p>East Corridor</p>
<p>Significant capacity increase needed for Sound Transit service between Redmond and Seattle</p>	<p>East Corridor</p>
<p>Light rail across the 520 bridge connecting downtown Kirkland and Totem Lake to U-District</p>	<p>East Corridor</p>
<p>We need light rail that follows the I-5 / I-405 loop around Lake Washington with stops at each major city and easy bus access for those stops. Once that is finished it needs to be extended to connect the south end to Tacoma if not Olympia and the North End should at least run until Mount Vernon if not all the way north to Bellingham.</p>	<p>East Corridor</p>
<p>* A primarily bus tunnel in downtown Seattle, as explained at http://seattletransitblog.com/2015/02/18/westside-seattle-transit-tunnel/ * A better Eastside BRT network, in dedicated lanes, along the lines of http://seattletransitblog.com/2015/05/06/brisk-making-it-fast-frequent-and-reliable-alt-2/</p>	<p>East Corridor</p>
<p>Connect the 523 Kenmore/Bothell corridor to the light rail</p>	<p>East Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Expansion of King Street Station as a regional passenger heavy rail central station. Underground pedestrian tunnels should be made between King Street Station, International District light-rail station, and the new First Hill streetcar station. Every city needs a central rail station, something Seattle is lacking. As the dependence on automobiles decline and I-5 through Seattle deteriorates, the ExpressLanes between downtown and Northgate should be converted to heavy rail Sounder routes for express rail service north to Everett, Marysville, Mount Vernon and Bellingham. Other future Sounder rail service could reach Covington and Maple Valley, Bonney Lake and Enumclaw, and eventually Olympia as well on the existing railroad tracks.	East Corridor
light rail along 405 from belleve to renton/SeaTac airport	East Corridor
Link programs for renton, a much larger population base than issaquah, sammamish, etc. Renton needs to be either connected to the spine, or connect up to Bellevue. Ideally, it should do both!	East Corridor
Giving Bellevue a tunnel from the South Bellevue P&R into downtown Bellevue. You gave a tunnel to Capital Hill why aren't you being fair to the east side??!!	East Corridor
Expand I-405 from I-5 to SR-520	East Corridor
University to Bellevue light rail via SR520	East Corridor
The project list is good, but the ballot should include expanding the Sound Transit taxing district to include outlying bedroom communities too. An expanded taxing district means that Sound Transit will be able to implement the project list faster and that commuters from places like Marysville and Enumclaw will be paying their fair share. People like me who have commutes that don't work with the existing transit system still benefit by having better transit because the roads are less congested.	East Corridor
Increased service options for East side- Redmond, Sammamish, Issaquah, Snoqualmie, North Bend. Light rail or Sounder access from the East Side.	East Corridor
Issaquah to seattle light rail	East Corridor
East-West transit from Kirkland and Redmond to North Seattle	East Corridor
Extending 540 to Seatac more north than Bellevue Transit Center	East Corridor
Light rail on I-90 to exit 17 in Issaquah	East Corridor
The downtown Bothell park and ride is full up by 6 am. Thousands of housing starts are planned in the next 5 years. Bothell needs light rail	East Corridor
Issaquah to Seattle downtown	East Corridor
Light rail from Issaquah to Downtown, or an issaquah spur on the belleve/downtown light rail	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Restoring and addition express bus service from areas east of Issaquah. Morning buses are standing room only by the time they reach Issaquah and the transit center parking garage is full by 8:00am.	East Corridor
More service to/from Renton and Newcastle.	East Corridor
North Bend, the Sammamish Plateau and Issaquah to Bellevue and into Seattle. This is the perfect route for light rail along I-90. This is the FIRST area that Sound Transit should have considered for light rail. Do you have any idea of the amount of cars that just go from Issaquah into Bellevue? I take this route daily. At 8 am, the on ramp to I-90 at SR backs up to the overpass. At 5 pm, it takes me 25 minutes to travel 2-1/2 miles from NE 4th St. in Bellevue down 112th Street to get onto I-90. The Eastgate corridor for cars to go east or west is a nightmare. I come nearly to a complete stop going westbound at 5:30. I never see anything to address the traffic situation on I-90 other than to toll it.	East Corridor
Woodinville/Kirkland corridor is ignored by Sound Transit to access the University of Washington main campus.	East Corridor
make SR 520 either 2 person carpool lane during heavy traffic times. Add bus route from Bear Creek Park and Ride that bypasses downtown Redmond. Something similar to Seattle Metro route 268. Increase the number of park and rides on the Sammamish/Redmond Area.	East Corridor
A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor, a bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service, and an Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations among others	East Corridor
Seattle to Eastside light rail options	East Corridor
Seattle to Bothell light rail	East Corridor
east west light rail link ?	East Corridor
Bellevue to downtown Seattle on some kind of rail.	East Corridor
1. No reliable, quick connections between Eastside cities (and beyond a transit center) (Kirkland > Redmond (248? (ha), Kirkland > Bellevue (235? slow)). 2. The Eastside Rail Connection is worthelss because it doesn't go into downtown Kirkland or serve populated neighborhoods. 3. SOUTH LAKE UNION -- Getting there from the Eastside is an hour plus on transit. FAR faster to just drive. Three and four seat rides aren't practical when you have 30-minute runs on routes.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>the residents of the community where the lot is located. Otherwise, you will get people driving long distances on the highways in single occupant vehicles parking in lots far from their residence, in order to use buses or light rail for the shortest time possible and/or to avoid high parking fees in downtown Seattle. That is what is happening at the Mercer Island Park & Ride lot. People from Puyallup, Auburn, Kent, Renton, Maple Valley, Issaquah, Sammamish, North Bend, Federal Way and Seattle are driving long distances from their homes to Mercer Island in order to avoid the high parking fees in Seattle. They are taking up about 60% of the P&R spaces on the island, and also parking on neighborhood streets, at the MI Community Center, in the MI Town Center, etc. using up all the spaces that would otherwise be used by Mercer Island residents to access transit. They are doing this to avoid having to pay high parking fees in downtown Seattle and to be able to be on transit for as short a distance/time as possible --- just the opposite of what is supposed to be happening. This leaves very few, if any, spots for Mercer Island residents to use. We are both paying high mortgages/property taxes to be able to live closer to where we work (and investment that is good for the world), but then we get nixed out of being able to use transit for lack of parking spaces. There is very little, if any, bus service on the island. We would have to drive many miles east to Bellevue or Eastgate or Issaquah, via I-90, to find a parking space in order to take a bus west to get to Seattle. That is ridiculous and wasteful. The Mercer Island Park & Ride lot is full by 7:30 a.m. --- full of cars driven by solo drivers living in communities far from Mercer Island. So we (Mercer Islanders) have no way to access transit ourselves. The Mercer Island Park & Ride lot should be turned over to the city of Mercer Island for operation via permit for Mercer Island residents only, and/or restricted to use by Sound Transit or Metro to Mercer Island residents' use only. Otherwise, Sound Transit is encouraging what should be discouraged --- people driving long distances on the highway and parking at the last spot before reaching Seattle. Why doesn't Sound Transit focus on building more Park & Ride lots in outlying communities and connecting the lots to work areas via express bus? People like express buses. They can be put into operation quickly. Sound Transit is wasting too much</p>	<p>East Corridor</p>
<p>Add sufficient parking capacity at major rail, light rail and major express bus stations to handle your customer base. It is doubtful that you will ever have enough busses running between, say, Samammish and the major hubs to the point where I could hop on a train or express bus without having to first drive to said major hub in my car. I don't mind walking 5-6 blocks in downtown Seattle once I hop off the bus, but making me walk or ride a bicycle several miles to get on that bus is impractical. Not with an elevation change of 500' plus.</p>	<p>East Corridor</p>
<p>East-west transit across the lake Washington</p>	<p>East Corridor</p>
<p>SR 522 needs study for HTC or light rail.</p>	<p>East Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Redmond to downtown linkrail.	East Corridor
New Sounder station at Broad Street	East Corridor
renton highlands to seattle light rail	East Corridor
Expanding throughput between Redmond and South Lake Union (connecting Redmond to Amazon and Seattle to Microsoft).	East Corridor
Research how autonomous vehicle networks can fill transit needs and steps we can take to accommodate them on an accelerated schedule.	East Corridor
Dynamically dispatched shuttles without fixed schedules or routes.	
Improved system discovery and ease of use.	
Transit system integration into vehicle licensing. Your drivers license is a transit pass. Drivers test includes questions about transit use, etc.	
Eastside Rail Corridor!!	East Corridor
northern lake Washington crossing	East Corridor
Increased service (bus or light rail) from downtown seattle to eastside	East Corridor
I'm not seeing a project connecting Bellevue and Seattle directly.	East Corridor
-expanded par -A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	East Corridor
Bellevue ST route 550 is completely overwhelmed. Most peak hour 550 buses have every seat taken PLUS the entire 60-foot aisleway jam-packed with people. This has been going on for about three years now and THIS should be SOUND TRANSIT's top priority to ADD more buses to this completely overcrowded route!	East Corridor
East side between Renton & Issaquah	East Corridor
Light rail along all major freeways from tacoma thru seattle and the eastside north to everett. And from redmond and issaquah to seattle.	East Corridor
Sound Transit service to downtown Seattle via Houghton Park and Ride	East Corridor
South Bellevue/Newcastle to Seattle via rapid transit, ST Sounder Express, light rail	East Corridor
Expand express transit offerings from Renton Transit Center.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	East Corridor
More park & rides on the east side with hub to hub service.	East Corridor
Light rail from Bellevue to SeaTac Light rail from Bellevue to Seattle	East Corridor
Rainier Valley Bypass for Central Link	East Corridor
Issaquah/Bellevue to Seattle lite rail	East Corridor
Kirkland or Bellevue to University District	East Corridor
I do not want light rail or BRT on the Cross Kirkland Corridor. I would like BRT on 405 to be fully funded and built out before any transit goes on the Cross Kirkland Corridor.	East Corridor
405 BRT should be included as a project not a study and you must provide access to regional transit at park and ride lots	East Corridor
Extended hours for 542 and More frequent 545 to cross 520	East Corridor
* Light rail from Factoria to Renton in the BNSF corridor * Light rail from Seattle to Renton, Kent, Auburn and Tacoma (eg replace Sounder with frequent all day transit as opposed to a small number of peak only trips) * Light rail from Totem Lake to Bothell and Lynnwood - eg instead of BRT	East Corridor
Light rail along 405	East Corridor
More expansion on 'ST Express Service' and 'Transit Oriented Development Program' -- for example, the focus on point-to-point ST service, or connections between hub-and-spoke service via light rail, Sounder, or busy ST routes. Should emphasis be placed on busy routes, difficult routes, or marginalized ridership routes?	East Corridor
Bellevue to Renton light rail along former BNRR rightaway	East Corridor
Lynnwood to Seattle Rail. Bothell to Seattle Rail. Canyon Park to Lynnwood and Edmonds East-West Rail that also connects to Seattle Rail. Bothell to Bellevue Rail. Or at least more bus service to Canyon Park/North Bothell that connects to Lynnwood, Seattle, and Bellevue.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>Please add projects that address the Canyon Park / Bothell / Mill Creek area. As Kirkland grows many people are commuting further North to Bothell. Adding the HOT lanes where 2-person drivers now aren't considered carpool during "peak" hours (a.k.a. normal commuting/work times) will dramatically increase the commute time for a number of people. Having rail or more mass-transit options would help these carpoolers have more options vs. paying a fee to use same lane they get for free now.</p>	<p>East Corridor</p>
<p>Connection on 522 corridor on 125th (UW Bothell to Lake City to 130th Link station to 99)</p> <p>West Side transit Tunnel for BRT to West Seattle, Ballard, and 99 (ok to be dual-use upgradable to light rail, which you do include)</p> <p>SLU to Capitol Hill light rail tunnel (route 8)</p>	<p>East Corridor</p>
<p>They should have a light rail from Seattle to Bellevue</p>	<p>East Corridor</p>
<p>Kirkland to Issaquah BRT</p>	<p>East Corridor</p>
<p>Light Rail Bellevue to Renton along 405</p>	<p>East Corridor</p>
<p>Southeast King County (Tukwila, Renton, Newcastle, etc.) has been excluded from any Light Rail expansions being discussed for the Eastside.</p>	<p>East Corridor</p>
<p>I-405 light rail on the ex-Port authority Burlington Northern rail corridor</p>	<p>East Corridor</p>
<p>(1) Moving to ONE mass transit organization for the county, so that riders can transfer between any bus, light rail, ferry, water taxi, etc. without paying multiple fares for the same commute.</p> <p>(2) Ensuring that the current routes are running on time, frequently, and at all times of the day, so that people can get to work, appointments, grocery stores, etc.</p> <p>(3) Offering more locations for parents to purchase a YOUTH CARD for their children (currently only available in Seattle).</p> <p>(4) Offering the option for children to travel on their parents ORCA card to eliminate the barrier for low-income residents of being required to have a separate card (with \$\$ on it) for each child.</p>	<p>East Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

More BRT arterial options, as a contrast to the high cost single corridor focus. Especially suburb to suburb and feeding into sounder, light rail and regional express.	East Corridor
Open up the HOV lanes to all traffic , all of the time. An easy solution and doesn't cost anything.	East Corridor
projects that will actually alleviate congestion. Add SOV lanes to i-405. Build 605.	East Corridor
Expanding to at least to 5 lanes each way I-405.	East Corridor
Adding light rail to the I-405 corridor, to expand to Boeing Everett plant	East Corridor
<p>I don't know how to respond to any of the most important project questions because none on the possible questions has any impact on where I live and where I work. I live in Issaquah and work in Renton. If I took either Metro or Sound Transit it would take 3 transfers and two hours to get to my office by the start of my shift at 7:30 AM. 40 minutes of that time would be taken up by waiting at bus stops for the next trip to arrive. I can drive to work, by myself, in the same amount of time I would be standing around waiting for a bus! On the days I car pool, it takes 30 minutes. How can I justify taking mass transit? If you must take my money, invest in highway expansion and maintenance.</p> <p>For me, mass transit was a great benefit when I worked in downtown Seattle. I don't now and your planners seem to ignore people like me who work elsewhere.</p> <p>If one of your questions was "Would you opt out of the Sound Transit RTA" I would strongly agree. I am NOT getting my money's worth.</p>	East Corridor
Very little that benefits eastside, Kirkland, Woodinville, Bellevue	East Corridor
Some sort of light rail option should be looked between I-5 and I-90 on the 405 corridor. This area has heavy traffic in the morning and evening commutes.	East Corridor
North/South light rail on east side AND north lake crossing/Kirkland access	East Corridor
More freeway lanes	East Corridor
Is there not a more direct connection between Issaquah and Seattle using light rail?	East Corridor
light rail from downtown Kirkland to downtown redmond	East Corridor
Eliminating Light Rail.	East Corridor
Why were the commuter rail lines removed from all of Seattle, and the interurban all the way to Bellingham?	
Why are we repeating something that failed already?	
Trolley or light rail along 522. Woodinville to Northgate along 522.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>Outside of the service to Ballard almost nothing on the list is as high a priority as any of the following. HCT to Lake City HCT in the SH_99 corridor north of Seattle Better Interchange between LINK and 520 buses at Montlake Better Interchange between Link and GHCT in the NS corridor on the EastsideMetro Route 8 improvements. HCT for First Hill and the Central district.</p>	<p>East Corridor</p>
<p>Light Rail from Redmond to North Seattle (SLU area) over 520 bridge. Currently the 545 buses run overcrowded and people are turned away at the door due to the huge volume of passengers. Building a light rail here would be a great way to alleviate this issue, and also speed up commute (it takes an hour and 15 minutes today from Olive to Redmond Transit Center. It increases more if I am forced to wait for another 545 due to the bus being overcrowded. Please do not ignore this segment just because they are a minority or that they are not citizens.</p>	<p>East Corridor</p>
<p>More FREQUENT bus service on all routes. My wife takes the 255 from South Kirkland P&R to the tunnel every day. It is not only standing-room only, but people are getting so frustrated with the lines, some people's inability to queue, that soon fights are going to break out. How much will it cost Metro when there is a lawsuit for the cost of the lifetime care of someone who gets pushed from the curb and hits their head on the pavement? Also, having grown up on the Eastside, it is ridiculous that there is less bus service on some routes (230, 245) now, than 30 years ago when I was in high school.</p>	<p>East Corridor</p>
<p>Redmond to Downtown Seattle expansion</p>	<p>East Corridor</p>
<p>SR 522 light rail Northgate---Bothell</p>	<p>East Corridor</p>
<p>Enough people don't use transit to justify the expense of continuously adding more expensive options because of lack of density. ST should be promoting the most cost effective ways to move people and stop asking us for more money. This includes efficiently managing labor (drivers etc). When you stop paying millions in overtime, you'll have more money to run the busses that make sense. The cost per rider of Light Rail is ridiculous!</p>	<p>East Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Parking needs to be expanded probably everywhere, but particularly at Bothell P&R and Kenmore P&R. More buses need to run between Downtown Seattle and Woodinville, especially because service was recently cut and it sucks. Traffic will only get worse with the introduction of the 405 HOT lanes, so likely buses will also become more congested. Mass rapid transit should have been widely expanded decades ago. Now we are playing catch, even though it is now likely impossible to adequately serve the rapidly growing Seattle metro area population. Getting around the area, whether by car or transit, is an absolute nightmare and hellish experience that is only set to grow worse.	East Corridor
UW / Northgate to UW Bothell campus along the north shore of lake Washington.	East Corridor
From south/Kent are into the financial districts Downtown and Bellevue	East Corridor
Renton, Tukwila, Newport Hills, Bellevue, Redmond, Kirkland/Woodinville area Link service (from Sea-Tac) along 405 corridor (or further inland) to Bothel.	East Corridor
Connections to Issaquah Highlands, North Bend, and Snoqualmie along the I-90 corridor	East Corridor
Issaquah to downtown Seattle. Issaquah to Redmond (via Sammamish)	East Corridor
Satisfing additional parking requirement on the eastside. currently no parking available on Mercer Island for retired people wanting to use the bus after commute hours.	East Corridor
Issaquah highlands routes	East Corridor
BRT on Eastside Rail Corridor between Kirkland and Bellevue. BRT on 520 to Kirkland and Redmond.	East Corridor
Duvall looks like it needs some transit.	East Corridor
Light rail from Issaquah/I90 to downtown Seattle.	East Corridor
Ways to STOP growth from happening. Let's face it, there is no way you can build enough transit to handle even what we have today. Let's reduce the demand by slapping a moritorium on all new development. It sure doesn't pay for itself and more damn people only add to the problem. Who says we have to accept double digit growth? Let's put that to a vote of the people along with ALL the facts about the total costs involved!	East Corridor
Woodinville/duvall lightrail connection to downtown seattle via Redmond and Bellevue.	East Corridor
From Bothell (North I-405) to Redmond.	East Corridor
Light rail connecting downtown Seattle to east side via 90 as far as Issaquah Highlands.	East Corridor
Basically, light rail shadowing all major highways.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Light Rail to Redmond via Bellevue.	East Corridor
woodinville to belleveue	East Corridor
Light rail from Renton to Bellevue and beyond using the existing rail corridor. I -405 is a parking lot almost all day long and the rail corridor is existing. Your agency needs to consider this vital link from south lake Washington to the north. If this isn't presented I will not be voting for any further expansion and will ask my friends and neighbors to do the same.	East Corridor
-A west-side bus tunnel (convertible to rail), along the lines of this: http://seattletransitblog.com/2015/02/18/westside-seattle-transit-tunnel/ -BRT* to West Seattle -BRT* on the Eastside rail corridor in Kirkland -BRT* or light rail on the SR-522 corridor -Lynnwood-Everett BRT* -I-5 south BRT* -Improvements to bus transfers at UW/Husky Stadium station, such as this idea: http://seattletransitblog.com/2015/01/30/improving-bus-rail-integration-at-uw-station/ *BRT should mostly run in bus-only lanes or in a grade-separated right of way.	East Corridor
Grade separated express rail from suburban locations. People will be more inclined to take rail if it goes faster than and is not impeded by car traffic. Additionally, if people have to take the "local" train all the way from Tacoma, Everett, Issaquah, etc. it does not offer much advantage over driving. One only need to look at the regional transit systems in NY, MA, LONDON etc. to see that what makes them work is both an express and loac option in its own dedicated corridor (with the ability to switch tracks as required to avoid mechanical failures from time to time).	East Corridor
Overlake to Redmond MUST include stop at NE 51st. Without that, I will vote no for any package.	East Corridor
Lynnwood to SeaTac airport light rail	East Corridor
Issaquah directly into downtown Seattle, unless that link is accomplished with the Totem Lake line.	East Corridor
Doesn't include much of anything addressing the over capacity of transit from Woodinville, Bothell, Kenmore via 522 then I-5 to downtown be it through expanded transit or light rail.	East Corridor
my parents parents grew up here! you have wasted every dime we have given you. Now you want more? not NO but F NO.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Bothell has no viable transit service. Our one park and ride is full by 6:30 in the morning and it still takes 2 hours to get to Boeing Everett from that park and ride. We have 70,000 people working at Boeing Everett. Can we please have a study to determine how to make that transit commute viable from Bothell and other east side communities?	East Corridor
SR-522 - light rail or other rapid transit option	East Corridor
Light rail from Bothell to Bellevue to Seatac	East Corridor
Light rail from Woodinville/Bothell to Downtown Seattle via Bellevue	
Corridor from Maple Valley to Issaquah to Redmond (east of Lake Sammamish)	East Corridor
Increase parking at Park-and-Ride stations from Redmond/Bellevue to Seattle. example: the Overlake P&R is considerably small when you see how many people are literally cramming into the ST and Metro buses. This has been a very serious oversight and has grown worse since the tolls on the bridge were put in place. I know. I saw it happen. Not to mention that I HAVE seen Microsoft employees park there and walk to work. This is NOT a Microsoft employee parking lot. Example: the Eastgate P&R will be completely filled by as early as 8:30-9 AM. For such a large garage it is filled to capacity very early. Both Overlake and Eastgate need bigger parking facilities.	East Corridor
405-Adjacent light rail line. Expansion of TOD Stations / communities along this line (change in zoning regulations near Brickyard Station, Totem Lake Transit Center, and beyond)	East Corridor
Build more Park & Ride lots and restrict use to residents of the community where the lot is located, and connect the lot to express buses and van pools	East Corridor
A passenger regional rail system that is more functional than the Sounder on BNSF tracks and more efficiently covers longer distances than light rail. This project would be a Tacoma-to-Everett, grade-separated, heavy rail system with trains that run at times so you can actually get into Seattle and back out at any time of the day, instead of the horribly constrained windows of the existing Sounder trains.	East Corridor
An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	East Corridor
An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Bellevue to Seattle. Anything up and down the I-405 corridor. The Eastside is severely under represented in known or imminent planning.	East Corridor
Cross downtown Seattle subway/light rail	East Corridor
Many of these projects are not worth the time and money to explore	East Corridor
Issaquah to Seattle light rail	East Corridor
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	East Corridor
Light rail projects which remove portions of West Bellevue neighborhoods and green area in Bellefield should be redirected to the other side of I-405.	East Corridor
Basically anything that gets people from the Eastside into both Seattle and Bellevue. But also a project that will tackle going north/south along 405.	East Corridor
<p>* Light rail service connecting the Bellevue and Tukwila along the old BNSF right-of-way.</p> <p>* Light rail service connecting Bellevue and Lynnwood roughly along the old BNSF right-of-way and I-405.</p>	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Extensive regional BRT service for all freeways from the ST ends of light rail lines serving Downtown Seattle in a new Bus Tunnel, with 30,000 new park and ride spaces, without the need 'to convert to light rail'.	East Corridor
Lake Forest Park/Kenmore/Bothell/Woodinville Area, 522 is heavily used by a lot of Kirkland and Bothell commuters, I personally think this area should be a focus as well.	East Corridor
More options on the Eastside, including more varied BRT options. HCT along Denny Way extending into the Central District in Seattle. Renton-Burien HCT. A standalone Everett Link line similar to Tacoma Link. West Seattle BRT options. SR 522 BRT from Northgate vicinity to Bothell or Woodinville. Additional ST Express infrastructure, such as Issaquah 12th Ave NW overcrossing and HOV direct access ramps, Lynnwood Ash Way P&R north leg ramps, etc.	East Corridor
Look at which neighborhoods are being served - not just wealthy neighborhoods; poorer people need expansive access, and those with disabilities also tend to be poorer and struggle with less access points to transportation	East Corridor
It would be great to see a Kirkland to Issaquah Light Rail line that connects in south Bellevue instead. It would improve on transfers to Seattle and DT Bellevue.	East Corridor
Transportation expansion from Redmond/Eastside to Seattle is necessary!	East Corridor
BusWays!!!! The same dedicated travelways/roadways/proposed routes (surface or elevated) can be constructed at a fraction of the cost. Buses will then be able to move smoothly through the various neighborhoods at the same speeds as light rail. Buses give the flexibility of adding additional capacity at a moments notice. The cost of buses is less than a light rail train, more buses can be purchased so some are at the ready when additional capacity is needed. Given you statistic below that light rail can move 12,000 people per hour in each direction, I would like to ask how many people can a dedicated busway carry each hour????????? Given dedicated busways, would not the commute times be reliably the same????? Yes, we have needed something for the past 40+ years. Sound Transit has been in existence for what is coming up to a 20th anniversary. What do we have to show for that 20 years? What we have is not even close to the vision of what any body had in the beginning. Certainly not what I thought would be in place.	East Corridor
Bellevue to Bothell to Everett light rail	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Bellevue to Seattle via 520 light rail. For me to take the bus from SE Bellevue to NE Seattle would take over 1.5 hours, each way. I would gladly take a train and then switch to bus at Montlake if it was quicker.	East Corridor
Seattle to east-side (Bellevue, Kirkland, etc) rail projects.	East Corridor
Light rail across 520	East Corridor
Ring around Lake Washington	East Corridor
Eastside to SeaTac	East Corridor
mass transit fm mercer island to airport/tukwila	East Corridor
Light rail: Redmond to Downtown Seattle, Redmond to Sea-Tac Airport	East Corridor
<p>July 2013 report: "Sound Transit's light-rail system ... The 25 miles of light rail that voters were told would be completed by 2006 at a cost of \$1.7 billion, have resulted in 23 miles of track which, when completed, will end up costing \$5.2 billion. ...The system now in place has 29,000 passenger boardings a day, less than a third of the 105,000 boardings Sound Transit." "Seattle's new light rail system is by far the most expensive in the US, at \$179 million per mile, since it includes extensive tunneling in poor soil conditions, elevated sections, and stations as deep as 180 feet (55 m) below ground level ... By comparison, a freeway lane expansion typically costs \$1.0 million to \$8.5 million per lane mile (a lane mile is a mile-long lane) for two directions, with an average of \$2.3 million". Ideology aside (which is probably too much to ask), what most of us taxpayers want is better and more efficient roads and parking. We who must pay for the few are tired of bait-and-switch, low-ball cost estimates on referendums, then demands for even higher taxes and fees, (now including more tolled roads). You don't complete projects people want at anywhere near the cost you promise. You can try as much as you want to force people out of their cars, but not everybody lives, works and has free time activities in the Seattle urban area. Maybe you can re-engineer us all to want to go straight from home to work and back again along bus and rail routes, with no side visits to friends or activities away from those routes, but all this will accomplish is worse congestion, lower quality of life in the area, and even more pollution from all the cars stuck in the non-tolled lanes.</p>	East Corridor
Seattle to Issaquah (and beyond) light rail!!!!	East Corridor
Issaquah to lake Union	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>Missing projects that need to be studied.</p> <p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>East Corridor</p>
<p>No one really want to ride the bus. Light rail is where service should be focused. The area specifically that suffers the most in the region is the Renton 'S' curves. There should be light rail connecting Kent, Tukwila, Renton, Newcastle, Bellevue.</p>	<p>East Corridor</p>
<p>Transit from Redmond to Woodinville/Bothell</p>	<p>East Corridor</p>
<p>Better transit options on the North end of Lake Samammish, such as between Redmond (near Overlake and Marymoor areas) and Kirkland, without needing to transfer through Bellevue. Also, between Kirkland to Samammish (via Remond) vs. needing to pass through Bellevue.</p>	<p>East Corridor</p>
<p>Redmond to Seattle via Bellevue light rail.</p>	<p>East Corridor</p>
<p>Connections from the east side to down town Seattle are sorely lacking, other than the 522 bus</p>	<p>East Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Direct links from downtown Bellevue transit center to SeaTac Airport area	East Corridor
The worst section of highway congestion in the state was I-405 through the Renton S-Curves; there needs to be a light rail option that mirrors 405, all the way from Tukwila, through Bellevue, up to Lynnwood. This is the glaring error in the current planning. With all the support for how light rail is such a better mode of transportation, it is very important to include this in the planning.	East Corridor
More Seattle based projects to get the city moving.	East Corridor
Rail from Sammamish to Bellevue, Seatac Airport and downtown Seattle	East Corridor
Transit from Kenmore is severely lacking. Many residents would take light rail from Kenmore if it reached our city. WA DOT has slammed Kenmore with a massive increase in traffic due to 520 tolling and now I405 tolling and done NOTHING to alleviate the burden it has put on the City of Kenmore or its residents. 522 and Juanita Drive have been severely overloaded with toll-dodgers and this will only get worse once I405 tolling begins. In addition, transit buses are full by the time the buses come from Bothell to Kenmore. Light rail from Bothell/Woodinville/Kenmore would alleviate a huge amount of single occupant drivers; however, Sound Transit fails to see this time and time again. Now IS the time to solve the traffic problem for Kenmore and Bothell. All of the regional and state transportation programs, and future plans, will continue to slam Kenmore with awful traffic without regard for the City of Kenmore or its residents. Did a Kenmore resident piss-off someone at Sound Transit and that's why the area is ignored?!	East Corridor
Rail from Bellevue to Issaquah Rail from Bellevue to points South (Renton, Kent, Tukwila, etc.... Rail from Bellevue, Kirkland, Redmond, Renton, Kent, Tukwila to downtown Seattle then North & South from downtown We need light rail not buses & HOV's	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>Yes. Monroe, Woodinville to Bellevue and Eastlake. East Everett, Snohomish, Clearview to connection points. If you were to look at what's loading up the roads it's people coming from the outlier areas because there is no mass transit commute option. Just to even go from Woodinville to Redmond is not an option. I pay RTA taxes on my vehicles and receive no benefit whatsoever. WE are the last house on the snoho county line/butting up against king county. The concentration of transit projects where options already exist is disproportionately skewed to the city areas so let them pay the taxes. They don't have cars and that's why they don't pay taxes. the method of collection is inappropriate because I would ride mass transit if I had the option. Bikes need to pay too.</p>	<p>East Corridor</p>
<p>Redmond to Ballard; Redmond to Northgate.</p>	<p>East Corridor</p>
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue.</p>	<p>East Corridor</p>
<p>South Bellevue to Seattle high speed</p>	<p>East Corridor</p>
<p>Light rail from Issaquah to downtown Seattle; light rail from Issaquah to Bellevue.</p>	<p>East Corridor</p>
<p>* BRT/guided bus along the Eastside Rail Corridor combined with a regional multi-use trail (as an alternative to I-405 BRT) * Link the Ballard to downtown and West Seattle Junction to downtown segments as one project, with a new tunnel through downtown Seattle, operated independent of the regional Link light rail system * Commuter shuttle service between I-5 light rail in Everett and the SW Everett aerospace industrial area, to link those employees to the regional light rail system without deviating light rail to SW Everett</p>	<p>East Corridor</p>
<p>Let's get serious and build elevated light rail along I-5 Everett to Tacoma , 405 north to south tying in at I-5 north and south, also along 520 and I-90 Design and implement we are too far behind and needed these years ago</p>	<p>East Corridor</p>
<p>Everett to Bellevue light rail. Overhead system using 405.</p>	<p>East Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Renton to Redmond Renton to Bellevue Need to provide relief to areas which experience continually gridlock (405/520)	East Corridor
Bellevue to Renton Link Light Rail Needs of Renton need to be addresssed	East Corridor
405 and 520 expansion of lanes	East Corridor
Would love to see more eastside options. Bothell to Bellevue traffic is horrendous and I don't believe the new HOT lane construction is a very good long-term solution. Mass transit options should be expanded. Also, all P&R locations reach capacity early preventing more use of transit options. More parking needs to be constructed at all park and ride locations. Light rail parallel to the 405 from Renton to Bellevue.	East Corridor
stop the bus turn around access to Mercer Island. Use the Bellevue Way Park and Ride.	East Corridor
seattle to Sammamish seattle to Snoqualmie Bellevue to Sammamish seattle to bothell Bellevue to bothell	East Corridor
90 Transit from Snoqualmie to Seattle	East Corridor
Issaquah Highlands to SEA TAC airport either Via Bellevue or directly	East Corridor
Light rail between Seattle and Redmond	East Corridor
Access to Bothell	East Corridor
More HCT options in major Seattle neighborhoods like Belltown, Queen Anne, South Lake Union, Capitol Hill, and Central District that allows transportation options without transferring downtown Rail from Kirkland to Bellevue to Issaquah that goes where the jobs and people are and connects well with other transit Bypass line from Seattle downtown to SeaTac Airport for faster access to SeaTac and south King county	East Corridor
Anything Seattle to Eastside	East Corridor
1) Downtown Seattle to points north (Everett) 2) Downtown Bellevue to Seattle 3) Northeast Bellevue to I-90	East Corridor
using the current railroad tracks from Renton to Bellevue for light rail.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

405 needs to be expanded. Stop extracting money from our taxes with false promises to make improvements - only 10% of people using bus. 90% driving cars - take a look at the traffic. So, improve roads, don't try to squeeze money for legit project and pocket it for personal use.	East Corridor
Northend to eastside to Seattle Options	East Corridor
Busses instead of light rail.	East Corridor
SR-522 connection should be at Northgate, not 145th. 145th has nothing, Northgate direct SR-522 connection would have many options as a secondary benefit reachable by a single connector.	East Corridor
Bothell to Renton, I 405 corridor light rail	East Corridor
Eastside- beyond Bellevue	East Corridor
The Eastside corridor has tremendous opportunity along I405 with the old BNSF rail route. I would look at what can be done to relieve traffic on 405 especially Lynwood/ Bothell to Renton/ 167 utilizing rail.	East Corridor

Sound Transit 3 - Draft Priority Projects
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 East Corridor

<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>East Corridor</p>
<p>1-405 is completely ignored. You need light rail going up and down I-405 from Everett to Renton</p>	<p>East Corridor</p>
<p>Light rail from Downtown to Issaquah</p>	<p>East Corridor</p>
<p>Seattle light rail down the I90 corridor to the Eastside (Bellevue, Issaquah, North Bend)</p>	<p>East Corridor</p>
<p>Any projects that are low cost, well managed, long-lasting and maintainable, with measurable return on investment to those burden with the cost, resulting in reliability of schedule (e.g. rain, snow, stolen copper, landslide, strikes, activists) and personal safety (e.g. disrespectful and criminals), that share space equitably with parking space and other forms of transportation and funded by everyone that benefits - bikers, renters, commuter riders.</p>	<p>East Corridor</p>
<p>Light Rail from Issaquah into Seattle</p>	<p>East Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Issaquah to Downtown Seattle	East Corridor
Bothel to Downtown Seattle	
more express busses on the east side and on weekends	East Corridor
A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.	East Corridor
Sammamish to South (Renton/SEATAC) etc	East Corridor
1) Direct route from Downtown Seattle to Downtown Redmond along WA-520. 2) Add a Downtown Redmond station for current East Link project.	East Corridor
Central Sammamish Plateau service to Seattle	East Corridor
Eastside communities such as Bothell to Seattle and Bellevue	East Corridor
Eastside I- 90 corridor improvements	East Corridor
Light Rail to upper eastside (Kirkland, Bothell, Woodinville, Monroe, Mill Creek)	East Corridor
Downtown Seattle to Mercer Island light rail	East Corridor
Ways to get from Issaquah neighborhoods to Seattle and back in the same amount of time as it takes to drive. When it takes 1.5 hours by bus and 35 minutes by car I will NEVER voluntarily take the bus.	East Corridor
Woodinville to Seattle light rail, elevated, same route as bus 522	East Corridor
Must consider alternate size of busses. Too many times HUGH busses are only caring a few people. Also use of "Other Fuel", natural gas or electric.	East Corridor
Not doing anything. Mass transit is a failed system as already proven. No further expansion of transit is needed. Remove existing false barriers to simply driving your own car. Spend the money that is currently allocated better and quit wasting millions of taxpayers dollars. Creating problems then attempting to solve them with poor answers is NOT a viable option.	East Corridor
Eastside to Seattle train	East Corridor
Renton to Redmond light rail	East Corridor
Why is Renton left out of Light Rail stations?	East Corridor
Bellevue to Downtown Seattle; Bellevue to Ballard	East Corridor
Redmond across 520 to downtown Seattle and north to through Shoreline to connect to the Lynnwood/Everett system.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>Entire 405 corridor needs significant improvement - express lanes bypassing 90 interchange on 405 would help with a lot of the traffic. Making 405 have the same number of lanes from Renton to Bothell would also help (rather than lane increases and decreases.. this is basic plumbing). It seems like all of these projects only help in small ways in areas that are not very impacted by traffic.</p>	<p>East Corridor</p>
<p>Bothell is a growing community with a lot of new houses attracting new residents. To get to Seattle: There is no easy way for us in Bothell to go to Seattle in reasonable amount of time except for driving (bus connections don't work well). To get to Bellevue: There are express buses going from Bothell to Bellevue; however, there are not enough parking spaces at the P&Rs, which force us to drive down to Bellevue instead of taking buses! 1) More parking at P&R or new P&Rs in north Lake Washington/Bothell area 2) Better neighbourhood bus connections to P&Rs (I can't get home from the main bus stations if your neighbourhood buses are not running frequent enough, which forces us to drive.) 3) How about light rail option in the Eastside from Everett->Bothell->Kirkland->Bellevue->Renton->Seatac?</p>	<p>East Corridor</p>
<p>Seattle to Bellevue</p>	<p>East Corridor</p>
<p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service.</p> <p>a metro subway line that would serve downtown to Belltown to lower queen Anne to capitol hill</p>	<p>East Corridor</p>
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell</p> <p>Complete grade separations for BRT!!!</p>	<p>East Corridor</p>

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 East Corridor

ST development of Kirkland. It seems to be completely left out from all projects.	East Corridor
Connection paralleling I-90 from North Bend-Snoqualmie-Fall City - Issaquah - Bellevue - Mercer Island - Seattle and branching SOUTH to cover East Marginal Way/Georgetown/Boeing Field as well as NORTH to downtown Seattle. (Didn't we have a RR that did that once?)	East Corridor
North 405 corridor is missing from a mass-transit perspective.	East Corridor
New Light Rail Floating Bridge in lieu of seizing existing bridge and tunnel.	East Corridor
520 to Seattle, with connections to 405 N and S.	East Corridor
Rail (light, narrow-gauge, or wide-gauge) along I-405 from I-90 to Renton and Tukwila.	East Corridor
a rail option from Kirkland/Bothell to Renton or Tukwilla	East Corridor
expanded Water taxi across the lake.	East Corridor
Cut the costs associated with transit and reduce taxes.	East Corridor
Seattle to Bellevue light rail. It's great getting to one or the other, but getting between the two would be ideal.	East Corridor
Issaquah to Seattle light rail	East Corridor
Improving Transit options from 70th/85th/405 junctions to downtown Seattle	East Corridor
More eastside transit. Eastside to eastside transportation is seriously lacking.	East Corridor
Bothell has no service and is growing faster than most places.	East Corridor
Better transportation from Woodinville to downtown or Bellevue.	East Corridor
Urgency is missing. There are no timelines anywhere, and ST needs to move much much faster.	East Corridor
Light rail along 522	East Corridor
522 congestion reduction through lake forest park/kenmore	East Corridor
Extension of Downtown Redmond to Totem Lake to UW Bothell	East Corridor
Commuter parking structures in Kenmore. Current facilities are not large enough.	East Corridor
We need a connection along SR522 from Woodinville (or at least Bothell) to connect to light rail into Seattle. SR522 traffic has gotten dramatically worse in recent years and even more so with tolling on the 520 bridge. Kenmore is now gridlock in both directions on SR522.	East Corridor
expanding all purpose driving lanes, ridding ourselves of the tolled lanes, and expanding local bus service which allows for flexible adjustments based on year to year need rather than costly studies and/or building projects which may be under-used or obsolete within a short time span	East Corridor
Expansion of BRT throughout Puget Sound region instead of rail.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>Your survey has too many options and not enough information on each option - that is, will traffic lanes be reduced and/or interfere with tracks. Furthermore, your options look mainly at light rail and do not address the huge roll that buses could play at a much lower cost and with much more flexibility if marketed well. See this article for reference: http://www.citylab.com/commute/2015/02/the-myth-that-everyone-naturally-prefers-trains-to-buses/385759/?utm_source=SFFB</p>	<p>East Corridor</p>
<p>Top and north of lake into Seattle. Currently tge tollson 520 have made commuting difficult and have trapped residents at the top of the lake from Kenmore and Kirkland in eithe direction</p>	<p>East Corridor</p>
<p>Light rail station in the Issaquah Historic district. Light rail connection to the Ferry terminals in edmonds and Mukilteo. Light rail express service to the airport</p>	<p>East Corridor</p>
<p>There should be light rail from Seattle to Bellevue College!</p>	<p>East Corridor</p>
<p>I know Bellevue seems to have its head up its ass in regards to mass transit, but people over here are bitching about traffic. They don't seem to realize that better mass transit will benefit all of us. I beg and plead not to give up on us. There are definitely people over here begging for light rail options, my family included.</p>	<p>East Corridor</p>
<p>Express or Rapid transit from Renton to Everett.</p>	<p>East Corridor</p>
<p>522 Northlake cities, Woodinville, Bothell, Kenmore, lakeforest park, north Seattle are not included. This area has had growth in traffic due to population growth and increased traffic from 520tolling.</p>	<p>East Corridor</p>

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 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>1. We should be investing in building subways not spending more money on buses and rail which will not get us where we need to be for the population growth we have. This should have been done years ago instead of putting the money into buses and now rail. This is number one and should be considered.</p> <p>2. I-90 issues are not addressed here - both directions into/out of the city should have HOV lanes.</p> <p>3. When a toll is put on 520, all it does is punish people who cannot afford to pay the toll and they fight 405 and 90 to just sit in traffic. They should have put a smaller toll on both roads or no toll. This costs families issues being able to even get to work who don't have the flexibility to say work from home. They would probably make more money if the toll is on both roads.</p> <p>4. I do not like allowing people who pay extra to be able to use the HOV lanes as again all that does is benefit the rich and makes it harder for the average Joe to make ends meet.</p> <p>5. There should be 3 lanes to merge onto 405 south and north from I-90. I watch people sit in traffic backed up there for miles.</p> <p>6. Areas that are used as throughput need to be addressed to get full benefit. For instance, although many people don't live in Issaquah proper, there are many people that travel through Issaquah and use the roads in Issaquah. The roads cannot handle the people. This is an example on how surrounding local areas would need to be addressed to have benefit even when larger highways are improved. New roads need built. People stay backed up on Front Street and Newport Way for hours. These are one lane streets. People stay backed up on 900 for hours - another one lane road. The area near Costco is congested all the time. We have one lane roads that take us into Sammamish making it difficult for individuals to move to Sammamish who work downtown. It adds 15-20 minutes to commute time.</p> <p>7. The area around Amazon and South Lake Union is a mess - near Mercer Way. Something should be done there.</p> <p>8. At some point businesses will start considering other places that have better roads, easier</p>	<p>East Corridor</p>
<p>expand light rail southwards from the airport to federal way bike paths needed through downtown Renton parking needed at all light rail stations express transport between Renton and Bellevue</p>	<p>East Corridor</p>
<p>Light Rail to Marysville</p>	<p>East Corridor</p>
<p>BRT or people mover on Cross Kirkland Corridor from Woodinville to Bellevue</p>	<p>East Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>Please study the actual time/cost savings gained by an HOV lane. Mainly - are the current criteria for the HOV lane (2+ riders & Motorcycles) ideal? Could we potentially open it up to more fuel efficient vehicles - or could we just open up the entire HOV lane (Example NJ/PA/NY Transit). What are the goals of the HOV lane- if it's to eliminate traffic, it's failed miserably - if it's to eliminate emissions, then open it up to cars that actually do that.</p>	<p>East Corridor</p>
<p>North Seattle light rail along the 522 corridor.</p>	<p>East Corridor</p>
<p>need high speed rail from Vancouver WA to Tacoma through Bellingham to Vancouver BC, without going along the existing stupid line that is out of service every other day for rain and landslides. All of this is 25 years too late.</p>	<p>East Corridor</p>
<p>The issue with this survey is that it doesn't take into account needs and wants. You should be collecting the towns that people live and work. Also find out where people want to visit from their homes. An example is that I ride the 342 bus from the woodinville area to renton multiple times a week. The speed and consistency of that route is important to me. Obviously from my perspective, putting resources towards the 405 corridor is the best use of my tax dollars. Making more express busses available for ealier and later times would be value added for me.</p> <p>To name specific projects, I want light rail going from lynnwood to renton.</p>	<p>East Corridor</p>
<p>Rainier Beach station access</p>	<p>East Corridor</p>
<p>Light Rail from Renton along I-405 to I-90. The interchange from I-90 Eastbound to I-405 Southbound is always congested, so with an exclusive lane or connection for Light Rail, travel time will be reduced.</p>	<p>East Corridor</p>
<p>BRT from Totem Lake to Issaquah via Bellevue</p>	<p>East Corridor</p>
<p>Eastside mass transit sorely lacking. Light rail in particular is non-existent, yet the population is exploding, leading to horrendous traffic with no useful alternatives.</p>	<p>East Corridor</p>
<p>local bus service to get around in Issaquah, north to south AND up to the Highlands. Right now the 200 stops service at 2:35pm in the afternoon!! Not very useful if busing into Seattle for work and not using a car !?! Also, lots of new construction going up in Issaquah, currently 343 apartments just off gilman blvd. , how are we going to absorb all those cars/traffic if we don't have a good metro service in the suburbs as well?</p>	<p>East Corridor</p>
<p>how to decrease transit service and taxes</p>	<p>East Corridor</p>
<p>I voted against the mariner stadium and that was overturned probably by the same people who like transit and rail -- see what the mariner stadium has gotten us -- nothing but losers and that is exactly what light rail has done -- f me</p>	<p>East Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

The eastside of Seattle has experienced the most rapid expansion of people, many of which would utilize mass transit if available. Yet they are subject to park and rides that are over capacity (key indicator of the interest in mass transit), or shut down services so that anyone that does not work a standard 9-5 job can not access their home via mass transit. If we do not have funding to pay for projects to move people that live in larger areas like this mid-day, I don't know how we can afford (or should) the rail system which comes at a much larger price-tag.,	East Corridor
Design cars for existing light rail that have more room for overhead luggage (like they do in Europe) and eliminate stairs. Hire the Swiss to do your tunnels or any elevated roads. They are masters at it and can get it done (lot's of practice tunnelling through their mountains). Create more parking at stations where light rail currently stops so people can use it.	East Corridor
Please look at transit options from Renton/Issaquah/Maple Valley area into Seattle (train, light rail, bus). The public transportation options from this area are despicable. Stop trying to fix problems with more hov lanes, as these just add to congestion issues. We would carpool if it's possible, but often it's not an option. Lack of public transit leaves us no other option but to drive single occupant vehicles and create massive traffic jams.	East Corridor
Issaquah highlands light rail to downtown Seattle.	East Corridor
Making the freeways bigger.	East Corridor
Light Rail from Seattle to Issaquah Light Rail from Airport to Issaquah Light Rail from Redmond to Issaquah	East Corridor
How to avoid putting light rail on I-90	East Corridor
I'm not sure that you've included the I-90 corridor as a whole, all the way from Seattle out at least to Issaquah. It is good to have an unbroken transportation alternative here, not one that has fits and starts along just pieces of this corridor. Also I'm not sure that bus rapid transit has been adequately explored as a lower cost alternative to light rail.	East Corridor
Top priorities: 1) Improved utilization of current infrastructure and existing transportation services. 2) Cost reductions.	East Corridor
Light rail across the new SR520 bridge.	East Corridor
MONORAIL AND SKY TRAM	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Light rail from Bellevue (by extension Redmond & Seattle, Seatac..etc.) to Lynwood via I-405!!! elevated and at grade. Bellevue to Kirkland, Totem Lake, Bothell/UW, woodinville, canyon Park, and Lynwood. On to Everett and Boeing when line done. Use the expensive right-of-way we already own as a state for a serious, long-term solution to transport for the fast growing..jobs and residences..of the Eastside!! HOV/HOT lanes and BRT are just bandages on a broken transportation system. To continue to get the support of the cities listed on that 405 route you must give them a light rail system. They can't keep subsidizing Seattle, Bellevue and Redmond.	East Corridor
Central Link Light Rail should go around Lake Washington to relieve traffic congestion on all Freeways.	East Corridor
Utilizing SR522 from Monroe (or Woodinville) to downtown would help a lot of commuters and/or locals wanting to go downtown for events. I know personally I would go downtown more often if a train ran from atleast Bothell all the way downtown. It would help with commuters who don't like to rely on buses, trains generally run to a tight schedule and dont get stuck in traffic so it is more of a reliable mode of transportation. It will also encourage intoxicated drivers not to drive if they dont have to wait for a bus/figure out what bus to take. A few simple train lines that run from Monroe to Downtown via SR522, Everett to Downtown via I5 and or Edmonds, a line going East to West and then a line from downtown to Seatac and tacoma would make commuting around the area so much easier.	East Corridor
Bothell to Kirkland to Remond to Bellevue	East Corridor
Investing in the sounder train from Edmonds to Seattle so the tracks are not routinely washed out. Additional priority of making current light rail stations convenient and accessible to commuters by car.	East Corridor
Eastside to seattle light rail	East Corridor
Instead of wasting the public's money on transit and rail, why don't you invest in smart cars (electric with auto drivers).....	East Corridor
Seattle to Issaquah rail	East Corridor
Additional lake crossing options	East Corridor
More projects linking the east side corridor,both north to south and east to west.	East Corridor
Bellevue to Renton/SeaTac mass transit. 405 traffic is abysmal and there are disgustingly few transit routes to alleviate	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>Sales tax and gas tax are the most regressive taxes yet that is what you propose to pay for this drain on society -- do you like soaking the poorest?</p> <p>Your options in question 8 do not offer reasons for not expanding mass transit.....don't you find this rather arrogant?</p>	East Corridor
<p>The old rail road system that is now primarily walking and biking trails (from Renton to Woodinville such as the Kirkland Corridor Connector, South of Lake Sammamish from Issaquah to Woodinville) would be a natural and logistical use of land for Elevated Light Rail system. Bridges and crossing are in place, however crossing should be replaced with bridge or tunnel and the line often runs within close proximity to Park & Rides.</p> <p>An Elevated system would allow the existing trails to continue being used for pedestrian activities.</p>	East Corridor
<p>Issaquah to Kirkland line, connecting in South Bellevue</p>	East Corridor
<p>(1) Massive improvements needed in bus/light rail transfer connections. Most Link-bus connections stink and we are still building bad stuff like at UW/Husky.</p> <p>(2) Total redesign of Montlake area of SR-520 corridor. Retention of Montlake flyer station and/or dedicated bridge to UW/Husky to avoid Montlake congestion</p> <p>(3) Investment in SR-520 corridor. People from Kirkland/Redmond won't go via I-90, it's geometrically silly, we need to leverage SR-520 better. That also includes forcing WS-DOT to create the center HOV lanes they promised.</p>	East Corridor
<p>Sound Transit needs to address regional concerns not in-city concerns be they in Seattle (Downtown to Ballard) or Redmond (Overlake to Redmond). Focus on moving the most number of people the greatest distance. Connect the north end of Lk Wa with Seattle and Bellevue along SR522/I405 with high speed, express light rail or provide a viable substitute to the inadequate traffic impaired Express buses. I stopped riding Sound Transit Express Bus 522 almost two years ago when I realized I was wasting almost an hour each day regardless of traffic conditions.</p>	East Corridor
<p>Projects are centered too much on Seattle. Need more transit for east and south. Seattle does not own transit and should not get priority. They already have the vast majority of dollars already.</p>	East Corridor
<p>Bothell to Bellevue light rail</p>	East Corridor
<p>Properly address I-405 and I-90 congestion while protecting the Bellevue neighborhoods that border it.</p>	East Corridor
<p>Renton link to either Tacoma, Bellevue, or Issaquah.</p>	East Corridor
<p>How would I know since you have published the list here?</p>	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

More Eastside projects	East Corridor
More Eastside transit	East Corridor
Light rail from Bellevue/Issaquah to Downtown Seattle	East Corridor
Doing almost NOTHING is my preferred option.	East Corridor
south of king county	East Corridor
Expansion of bus service in the Rose hill area	East Corridor
Rail across 520/Northern Lake Washington. Buses sit in the same traffic as everyone else (yes, HOV lanes back up, I've sat in it plenty), and are affected by accidents and rubber-necking, as well as construction. Grade-separated rail is LONG OVERDUE.	East Corridor
All are primarily Seattle based and leave east side commuters with out good transport. The gridlock will drive business out of the western washington area. It takes me 2 1/2 hours each way to and from work a 15 mile distance.	East Corridor
Hey 522 improvements for capacity to handle new loads from 145th station and a northlake east west crossing	East Corridor
Any improved service from north Lake Washington area (Bothell / Kenmore) to Seattle.	East Corridor
More info on Kirkland to Bellevue and Redmond	East Corridor
Bellevue to West Seattle direct	East Corridor
Additional bus improvements	East Corridor
Woodinville to Totem Lake HCT, Willows Road to Totem Lake HCT, Totem Lake to UW Bothell HCT	East Corridor
More rapid ride routes. Routes based on density existing density and not close to poverty.	East Corridor
There needs to be much more focus on the Eastside and fixing the I-405 gridlock.	East Corridor
Self-driving cars may have a great impact on transit needs. You should be in the forefront of these developments.	East Corridor
If you contiuse to use electrical you really need to get on board with ground-level power supplies and eliminate the ugly overhead lines. I have stayed in downtown Bordeaux France and their system is great: https://en.wikipedia.org/wiki/Ground-level_power_supply	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

The one project for me that's always missing is a way to get from Redmond to the airport in any reasonably convenient way. Whereas Seattle has the trains running every few minutes, there's no good options for us. It's either take Rapid Ride B to Bellevue and catch the 560 which easily takes over two hours, or take the 545 downtown and catch the train from there (not fun when lugging bags down the transit tunnel!) An option that was a bit faster and more direct would be great.	East Corridor
The route along 522, and connections to both eastside and Seattle this corridor has heavy traffic that then gets stopped up on the merges onto I5 which backed up.	East Corridor
Alternate airport light rail. South Lake Union is the fastest growing Re in downtown Seattle, yet had been left off of the transit map. Please include it in future service plans.	East Corridor
More Eastside Light Rail!	East Corridor
Transportation improvements along HWY 522 in Bothell, Kenmore, and Lake Forest Park. Since the tolling of 520, the traffic along HWY 522 has become dreadful and has adversely impacted the way of life for nearby residents that have limited options for transit. Although I would love a new light rail transit station at NE 145th St and Interstate 5 in Shoreline, I am concerned about even greater traffic on HWY 522 further degrading the ability to navigate this road. The congestion on this road impacts both car and mass-transit options.	East Corridor
Eastside lightrail- Bothell to Bellevue, and lightrail across 520, Bothell to Seattle.	East Corridor
Bellevue to Renton	East Corridor
522 from Seattle to Monroe. In particular through Lake Forest Park, Kenmore, Bothell and Woodinville.	East Corridor
More scheduled bus service from 228th Ave NE and NE 8th St Sammamish. Make a mobile app to make availability & schedules of ALL public transportation options.	East Corridor
1. Bus Rapid Transit and ultimately Light Rail on SR-522 (Bothell Way) in Kenmore/Lake Forest Park/Bothell. 2. Bus Rapid Transit on NE 145th St. between Bothell Way and the new light rail station in Shoreline. 3. More parking along the Bothell Way Corridor for transit riders.	East Corridor
Light Rail service along the length of the East Side from Renton to Auburn..... You can't use lanes on 405 on the East Side of mass transit.... It's already a disaster there.	East Corridor
Bothell and Kenmore need better/more access to Seattle and Bellevue.	East Corridor
Light rail connecting Bellevue to Seattle.	East Corridor
Downtown Seattle to East Side (Kirkland, Bellevue, Redmond, Woodinville, I guess Issaquah) Link Light rain connections!	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Full light rail along the 405 corridor.	East Corridor
522, Juanita Drive and additional light rail stations	East Corridor
I-405 definitely needs light rail service. From Everett to Renton and beyond. When a new lane is added, it's obsolete by the time it's finished. Not sure the HOV tolling will help much.	East Corridor
More east side rail - how about rail from SEATAC along 405? That would be heaven.	East Corridor
Ease traffic on 522 through Kenmore by building light rail that serves...Kenmore, Bothell, Lake Forest Park, & Kirkland.	East Corridor
East Side stuff	East Corridor
There might not be a real project out there yet, but how about light rail to Kenmore and Bothell connecting with the Lynnwood line?	East Corridor
Hwy 522 is in serious need of light rail. All the way from downtown Seattle to downtown Bothell. It is very congested, especially since the 520 bridge is now has a toll it.	East Corridor
Issaquah to Seattle light rail connection. Basically the eastside to connect with the Seattle North/South rail system.	East Corridor
I live just south of I-90 and have been severely impacted by the toll on 520, which drives traffic to I-90, which creates a major problem on 405 through Bellevue. There are no projects that address transit needs of those that live just south of I-90 that helps us get through/in and out of Bellevue, and to and from Seattle. There is no plan for direct transit from just south of I-90 in these proposed projects.	East Corridor
Lightrail across SR-520!!!! It is a crying shame that it has not been planned and BUILT when we do put a new bridge across the lake - but instead are modifying an existing and working structure, that really never was built to support LR in the first place.	East Corridor
1. light rail to Kirkland 2. expand light rail to Olympia	East Corridor
light rail across lake washington	East Corridor
Light rail linking I-5 and I-405, north end of lake	East Corridor
The commute corridor along Bothell Way to Lake City Way to I-5 needs either light rail or else additional bus service. Commute busses that follow that route are consistently overcrowded.	East Corridor
There should be a project to use light rail to link the cities of Lake Forest Park, Kenmore, Bothell, and Woodinville to Seattle or Bellevue. And another project to use water taxi to link the north end of the lake - cities to include: Kirkland, Juanita, Kenmore, Lake Forest Park, University District, SLU.	East Corridor
airial tram amd monorail	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

1) A project to do light rail completely around Lake Washington to better serve the communities there. Also, to include the grown populations and transport them around the Lake Washington area.	East Corridor
522 CORRIDOR NEEDS bus rapid transit or light rail	East Corridor
Light rail to Issaquah Transit Station (downtown one, by the fire station on SR 900) from Downtown Seattle. Include Issaquah in the plans -- it seems to be missing from this conversation and the plans.	East Corridor
Bothell and Woodinville light rail connection.	East Corridor
Connecting the Kenmore / Bothell areas to light rail	East Corridor
Would like to see a study related to options for connecting to Woodin	East Corridor
Light rail Redmond to Seattle; light rail Kirkland to Seattle; light rail Kirkland to SeaTac	East Corridor
Stop focusing on extremely long LRT routes that would have horrific travel time efficiencies. Maybe you should do some analysis to see how much people are willing to pay for no reduction in travel time when comparing bus service to LRT.	East Corridor
520 to 405 Northbound express onramp needed for buses	East Corridor
I405 South from Bellevue to HWY 167 and the same stretch going North suffers gridlock from the weekly morning commute until 8PM and on the weekends, it could use some serious relief.	East Corridor
Light Rail on SR520 from UW to Bellevue/Kirkland	East Corridor
ST Express from Issaquah -> Bellevue	East Corridor
Light rail across north end of lake Washington along or near 522, connecting east and west sides.	East Corridor
Access and connection on NE 145th from SR 522 to Link light rail	East Corridor
HCT between 145th Ave NE and Bothell on SR 522 structured parking in or around 145th Ave NE ST station or along SR 522 in Kenmore or Bothell	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>1 - The North corridor should include projects to provide access to light rail from Woodinville and beyond (Monroe) to downtown Seattle via the 522 corridor. Hwy 522 is beyond capacity and access to 145th from some of these areas is already bad, so the potential to access Light Rail at I-5/145th is not a complete solution. Currently transit times to Seattle via highway 522 (indicated on DOT reader boards above Highway 522 in Woodinville) are quite often double the alternative route of I405/520. Access time from Kenmore (where I live) to Seattle is quite often triple. The current "North" projects need to include the developing population centers in the Kenmore, Bothell, Woodinville, Mill Creek and beyond the Monroe area.</p> <p>2 - Driver education. Seattle area drivers are extremely inefficient in getting from point A to point B. We need a program of educating drivers on how to drive efficiently. e.g. "zippering" when merging on freeways, no camping out in the left lane on freeways, proper lane change technique, etc.</p> <p>3 - Think outside the box - Can public autonomous cars take the place of buses, cars and light rail.</p>	East Corridor
<p>BRT on HWY 522 to I5 light rail station via 145th.</p>	East Corridor
<p>Either expanding/building new park & rides, or bringing back bus service from neighborhoods to the P&R's. If I arrive at Eastgate P&R after 9:15 I often can't get a spot; at S. Bellevue or Mercer Island I often have to get there before 8.</p>	East Corridor
<p>need to review the list</p>	East Corridor
<p>It would be nice to see a future plan for extending the potential E-03 TOTEM LAKE TO ISSAQUAH VIA BELLEVUE up to Lynnwood. Growth in Bothell and Mill Creek is making the 522 connection to 405 a parking lot.</p>	East Corridor
<p>1) Transit along I405 corridor from Bothell to Bellevue 2) connection of I405 to I5 corridors across top of lake along 522. This is one of the most severely affected areas due to the tolling on the 520 bridge, pressing enormous traffic to other options especially 522 which is extremely congested. My 16mile commute from Kenmore to Seattle takes well over 60min during heavy traffic times whether driving alone or on the Metro Bus (limited bus lane especially with current construction)</p>	East Corridor
<p>Newcastle to Bellevue on Light Rail</p>	East Corridor
<p>We need much more service on the Eastside, and better connections to and between services. I live in Kirkland and find it impractical to take the bus on more than a few occasions a year because of the distance and limited parking at the transit centers. the only bus to downtown Bellevue where I work meanders so through a combination of factors my commute becomes over an hour instead of 20 minutes.</p>	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Light rail over 520 from Redmond and Kirkland to points in Seattle	East Corridor
There needs to be a continuous loop of light rail from Seattle to the Eastside, along the east side and reconnecting with a complete I-5 parallel route. I see nothing except bus in the Bellevue Renton stretch of 405 and this section of corridor needs major relief. I also see no light rail connecting Seattle with Everett. Until a continuous, no transfer system connects these key residential and employment areas, people will continue to stay in their cars. We need to think a BART like system connecting the entire Seattle/King Co. Pierce and Snohomish County metro area.	East Corridor
Please include Kirkland in the Bellevue Redmond mix. Also, with all due apologies to the people who were misled by developers to flock to the Issaquah Highlands and Redmond Ridge, this kind of sprawl, no matter how "green" they claim to be, is a stretch of the services available that is beyond our community needs. We need to consolidate development where services already exist instead of decimating natural habitat and carbon sequestering forested areas to push people farther into the suburbs.	
Kenmore to Northgate/Downtown light rail. Kenmore/Bothell to Bellevue	East Corridor
Light rail from Downtown Seattle to Bellevue and Issaquah.	East Corridor
Traffic in Kenmore SUCKS! Quit ignoring us! Stop tolling everything and ignoring the extra traffic it creates for us up here! Not one of these mass transit options stops near us, either. PAY ATTENTION TO KENMORE!! PS, Mass transit is not the only answer, folks. Removing parking spaces for parklets and taking away lanes for toll lanes and bike lanes DOES NOT lessen traffic congestion. Quit pretending it does.	East Corridor
Light Rail along 522 Highway	East Corridor
A light rail should go around the north end of the lake - connecting Woodinville, Bothell, Kenmore, and Lake Forest Park with Downtown Seattle - a light rail service would be life changing! The bus gets stuck in traffic and most days is slower than when I drive by myself.	East Corridor
Kirkland to downtown Seattle	East Corridor
How does Kirkland fit in?	East Corridor
Light rail along 522/north lake Washington through Kenmore and Bothell should be added to consideration.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

The problem is not transportation. Find ways protect the unique ecosystems of Puget Sound. Encouraging overpopulation and development will lead to destruction of this vital part of the world. Insist on the development of non-fossil fuel energy sources to decrease the level of carbon emissions which are rapidly leading to climate change. If measures are not taken seriously and soon there will not be a 25 years in the future to speak of.	East Corridor
Entire 405 corridor	East Corridor
Totem Lake to 522/405 intersection.	East Corridor
1) Stabilizing north Sounder tracks to eliminate/minimize landslide interruptions, 2) greatly expanding existing park & rides, 3) improved Mercer Island link/bus/parking solution (especially because all I-90 buses will terminate there), 4) I-90 BRT Issaquah/Sammamish to Seattle, 5) integration of park & ride transit hubs with Car2Go and ZipCar options	East Corridor
Light rail between Renton and Seattle	East Corridor
More eastside metro routes and metro routes between Seattle and the eeastside	East Corridor
Viable transit rail corridors are being / have been torn up and replaced with recreational paths. Examine light rail along the Burke-Gilman Trail corridor, to link with the existing line / Cross-Kirkland Corridor trail. Those paths are less important than transit in these high-density areas. These paths are tremendously popular, so some kind of elevated solution would likely be necessary...or investigate linking UW to UW-Bothell via light rail over 522.	East Corridor
I live in Kenmore. Bothell Way/Lake City Way from I-5 to Canyon Park/Coal Creek in Bothell carries more daily traffic than Aurora Ave, yet it gets no attention(survey above) and is completely lost in the shuffle of east/west patterns across I-90 and 520. At the least, we need Rapid Ride. A better solution is light rail. Why have you ignored this corridor completely in all your studies?????	East Corridor
Where are the options to reduce service, thus reduce my taxes? Where are the options to open the carpool lanes to all? Your offered solution of increasing transit and rail does NOT solve our transportation issue -- it is just a drain on society and keeps money from projects that actually solve something. Mass transit does not benefit everyone, in fact it only benefits a few, those overpaid staff and drivers.	East Corridor
I-90 Light rail connecting Issaquah and Seattle	East Corridor
Additional busses from Issaquah Transit Center to Downtown Seattle (to absorb the lines that were cut in Fall 2014).	East Corridor
Express service to Kirkland not Bellevue to Redmond or issaquah And light rail to Kirkland, bothell, mill creek	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Kirkland to Auburn light rail Sammamish Plateau to Issaquah to S. Bellevue light rail (somewhat included in another project, but not entirely)	East Corridor
All project should state meaningful and measurable goal: able to move X number of people with average speed of 40 mph by year 20yy	East Corridor
More 255 and 255 express bus commute frequency from Kirkland to Seattle to avoid 1hr long commute.	East Corridor
Expand commuter light rail from Bellingham to Vancouver, WA I-5 corridor - start in the Puget Sound, expand to Everett to Olympia, Redmond to Bellevue and Seattle; then north and south. No expensive tunnels, no elevated trains, these are expensive/noisy. Perhaps in 20 years, automobile use will be prohibitively expensive for the average consumer to use as today, so we need to implement forward-thinking, cleaner transportation plans. Traffic wastes a lot of time, resources and expenses.	East Corridor
Construct bus rapid transit lanes along NE 145th street between SR 522 and the future shoreline light rail station Construct bus rapid transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along the SR 522 corridor	East Corridor
Light rail from downtown through Bellevue and Kirkland	East Corridor
Link light rail that will connect Eastside and downtown Seattle.	East Corridor
Light rail from Lynnwood to Seatac.	East Corridor
- Construct Bus Rapid Transit lanes along 145th St corridor - from future light rail to 522 - Construct Bus Rapid Transit on SR522 - Future light Rail <-> Woodinville express - Conduct a light rail study for SR522 - Build structured parking garages (more capacity!!) along the SR522 corridor. Already beyond capacity TODAY.	East Corridor
We need light rail(elevated) all the way to bothell with the possibility to expand. Bothell alone has expanded by more than 50% in both business, univerity, job opportunities and in new home construction. We must service the east side corridor sr522 and 405 for access to those jobs and to the universities that will be educating workers for those jobs. Congestion has only gotten worse over the last 10 years and if projections hold true we are going to see enormous growth in the next 10. It makes sense economically and environmentally as well with road safty concerns. When you make mass transit available and affordable everyone wins.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

522 is an absolute mess since 520 starting tolling. More housing being built too. Explore options there.	East Corridor
BRT on 522 from Woodinville to 145th and across to I-5 light rail station Light Rail across north end of Lake from Woodinville through Bothell, Kenmore, Lake Forest Park to Shoreline 145th St station	East Corridor
North Light Rail connection between Redmond and Lynnwood	East Corridor
Eastside to Seattle Light Rail. The problem with transit is that it travels on the same surfaces as personal, business, and construction vehicles. If there was a light rail line from Kirkland to South Lake Union, I would definitely take that form of transportation. Adding more transit on the current streets is not going to help our situation.	East Corridor
Greater emphasis should be placed on the Sr-522 corridor that includes Lake Forest Park, Kenmore and Bothell. This corridor is experiencing considerable toll avoidance traffic and minimal emphasis has been placed on correction or remediation.	East Corridor
Kirkland to Seattle light rail	East Corridor
Light Rail from Downtown to Bothell	East Corridor
Better east side access to the city, as that is where a lot of additional houses are being developed.	East Corridor
Since the elimination of the 265 express bus to/from Overlake to First Hill, the 255 and the 245 are terribly overcrowded. Please reinstate that heavily populated route. It is standing room only, and with the transfer quite a challenge for those of us with difficulty walking. Also, if the transfer needs to stay at NE 6th St and 6th St S, we need a crosswalk. More jaywalking goes on there than is safe. The bus drivers wholeheartedly agree.	East Corridor
SR 522 light rail Bothell to Seattle	East Corridor
Bus Rapid Transit on SR 522 between 5 and 405, and park and ride capacity at 405 and 522 as well as 405 and 527.	East Corridor
Bus Rapid Transit on SR 522 between 5 and 405, and park and ride capacity at 405 and 522 as well as 405 and 527.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>Not enough bus routes that run off of major throughways. I live 2.5 miles from the Kenmore Community Church park and ride, I have to ride my bike that distance just to catch a bus. Unfortunately the roads from my home to SR522 run downhill, which translates into a 2.5 mile uphill ride home from the park and ride. I am not an active and trim person, and the roads that I have to use do not have safe bike lanes or shoulders. People get injured and a few have been killed because of this. I know it is up to Kenmore to upgrade the safety of the roadways in their city, but bus routes that reach out further into the community north of SR522 would be very beneficial.</p>	<p>East Corridor</p>
<p>Rapid public transit service should be extended to South Bellevue, along Coal Creek Parkway SE, Forest Drive SE. Because there is a steady increase of the population in South Bellevue, Lakemont and New Castle area, which is causing serious traffic congestion. The most effective and environmental-friendly solution is to add high-capacity public transit to this region.</p>	<p>East Corridor</p>
<p>Add bus rapid transit lanes along NE145th St between SR522 and the future Shoreline light rail station. add bus rapid transit lanes on SR522 and conduct a light rail study for SR522 Build structure parking garages along SR522 corridor</p>	<p>East Corridor</p>
<ol style="list-style-type: none"> 1. Expand Park and ride Parking in Bothell 2. Build structured parking garages along SR522 corridor 3. Add bus Rapid Transit lanes on SR 522 and conduct a light rail study for SR 522 4. Extend light rail from Seattle to UW Bothell 	<p>East Corridor</p>
<p>Direct access to Newport Hills P&R from 405 express lane. Fix the constant afternoon traffic jam on 405 south from downtown Bellevue to Newcastle. (Which also causes merge from I90 to crawl.) A new lane on the right between 405 exit 10 to exit 9 would help this.</p>	<p>East Corridor</p>
<p>Bus Rapid Transit lanes along NE 145th ST, between SR522 and the future Shoreline light rail station. Bus Rapid Transit lanes on SR 522 and conduct a light rail study for SR522 Build Structured parking garages along SR 522 corridor</p>	<p>East Corridor</p>
<p>Seattle to Issaquah light rail extension Redmond city center to Woodinville</p>	<p>East Corridor</p>
<p>light rail Kirkland to SEA</p>	<p>East Corridor</p>
<p>Express RT Kirkland to SEA</p>	

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

LQA - SLU - Cap Hill - First Hill	East Corridor
Subway OR Gondola	
Light rail along 405 Renton/ Bellevue/ Kirkland/ Bothell	East Corridor
Rail to Redmond in reasonable timeframe - no more planning in decades not years	East Corridor
Removal of B Line BRT on 2-lane roads: it causes, not helps, traffic jams.	
520 or 90 light rail is needed. We need to connect eastside with seattle much better. The highways are kn e big parking lot and the bus service is not enough and not frequent enough.	East Corridor
Please deal with the eastside (Bellevue, Kirkland, Redmond) to and from Seattle transportation issues. Connections are limited and require complicated transfers - preventing people (especially women) from using public transportation into Seattle for events.	East Corridor
Bus rapid transit lanes along NE 145th St. between SR 522 and future Shoreline light rail station	East Corridor
Bus rapid transit on SR 522 and light rail study for SR 522	
Structured parking garages along SR 522 corridor	
If we're going to toll from Bellevue to Lynnwood, shouldn't we have mass transit options for the same corridor . . . I see only one project that even hints at affecting this area!!!!!!!!!!!!!!!!!!!!!! Bothell is never specifically mentioned in this survey and we have three I405 exits in the area plus the major UW sub-campus in the state of WA and Cascadia Community College accessible by two of those exits. Our surface streets are already experiencing severe overload with no relief in sight. Please don't forget us in this process!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	East Corridor
Where is Bothell and Woodinville included in all of this? I don't care about any of these areas.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>BRT dedicated lanes and system on SR522 (Bothell Way) from I-405 to I-5 (via NE 145th Street) BRT on NE 145th Street Connecting SR 522 (Bothell Way) to the future NE 145th Light Rail Station Light Rail Study for SR522 with the intent to fund Light Rail on SR522 in the next funding package. "Northern Lake Washington Crossing" needs to be clearly defined at SR522 BRT and ultimately Light Rail. (discard the notion of a submerged bridge in north Lake Wasington)</p>	<p>East Corridor</p>
<p>Corridor transit is great, but for those living even less than a mile from those corridors, just getting TO the point of transit takes so long, that you may as well drive alone the rest of the way too. Said differently, I don't think many of the mentioned projects will actually solve transit needs for folks enduring congestion in places such as Kirkland.</p>	<p>East Corridor</p>
<p>Ability to use Orca Lift fares on Sound Transit buses so I can get across the lake from Eastside to Downtown.</p>	<p>East Corridor</p>
<p>expanded bus service; eliminate rail projects.</p>	<p>East Corridor</p>
<p>Need light rail from redmond to kirkland to sandpoint to uw to zoo to downtown</p>	<p>East Corridor</p>
<p>Increased service from Redmond - Kirkland to Seattle (University, South Lake Union) Option for ferry across Lake Washington, Kirkland to University Light Rail across I-90 Light Rail across SR520</p>	<p>East Corridor</p>
<p>1. 145th Bus Rapid Transit to Shoreline Rail. 2. 522 Bus Rapid Transit 3. Structured Parking Along 522 Corridor</p>	<p>East Corridor</p>
<p>Absolutely nothing feasible for North/South on Eastside.</p>	<p>East Corridor</p>
<p>522 Needs Light Rail, having to fight through all of the people using the roads trying to get to there destinations outside of the city I live in is painful. This problem was created when tolls were added to the 520 bridge and will only get worse with increasing the drivers in a carpool.</p>	<p>East Corridor</p>
<p>Add bus rapid transit lanes along NE 145th st. between SR 522 and future Shoreline light rail station. Add bus rapid transit lanes on SR 522. Conduct a study for light rail station on SR 522. build structured parking garages along SR 522.</p>	<p>East Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Finn Hill to Downtown. The 260 was never a good option as the last bus left Downtown at 5:20 which made it impossible to use for those who would have transferred to the 260 downtown. If the last 260 would have left at 6:00 I would have been on it every day.	East Corridor
<ul style="list-style-type: none"> · Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station · Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 · Build structured parking garages along SR 522 corridor 	East Corridor
light rail from the eastside to downtown seattle	East Corridor
Add Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station. Add Bus Rapid Transit lanes on SR 522 and conduct a light ral study for SR 522 Build structured parking garages along SR 522 corridor.	East Corridor
Add Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Add Bus Rapid Transit lanes on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor	East Corridor
Light rail on or along 520 across lake washington and from Redmond to Downtown Seattle. This would be the most direct route for thousands of commuters traveling from Seattle to jobs in Redmond (Overlake area), and downtown Bellevue. Additionally this would be the most direct route into Seattle for jobs or recreation for thousands of people living in Bellevue, Kirkland and Redmond.	East Corridor
with new tolling between Bellevue and Lynnwood, alternatives to avoid what will become a nightmare would be great. you're going to have drivers trying to get in and out of those lanes to try and take advantage of speediness but then moving out to avoid the sensors, difficulty getting out of those lanes and into exit lanes - be great to proactively offer alternatives for this route.	East Corridor
Issaquah to Mercer Island light rail	East Corridor
Bus Rapid Transit on 145th St and on Bothell Way- with Light Rail as the ultimate goal along Bothell Way corridor.	East Corridor
Eastside (Kirkland, Redmond, Bellevue) Light Rail across Lake Washington on 520.	East Corridor
Please conduct a light rail study for SR 522.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

We need something to alleviate eastside to seattle commuting. Traffic is horrible! Would love to see light rail expanded here.	East Corridor
UW to Kirkland	East Corridor
NONE	East Corridor
Bus Rapid Transit on NE 145th Street and on Bothell Way, with Light Rail as the ultimate goal along the Bothell Way corridor (SR 522) Structured parking along the Bothell Way Corridor	East Corridor
Add Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Add Bus Rapid Transit lanes on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor	East Corridor
Light rail that follows entire length of 405.	East Corridor
Light rail to/from Bellevue to University of WA	East Corridor
Tukwilla to Bellevue Light Rail	East Corridor
Basically a connection from the northend of the lake (Kenmore) to all places south towards Bellevue via I-405 and south towards Seattle via I-5 and North to Everett via I-405 and I-5, link rail is most desired.	East Corridor
Add anything with Kirkland / North Bellevue in your plans.	East Corridor
	East Corridor
More and better options in the East subarea including: more comprehensive light rail and BRT options and ST Express capital improvements such as an Issaquah 12th Avenue HOV ramp. BRT options for West Seattle.	
Seattle to Bellevue; Bellevue to SeaTac	East Corridor
More access to rail transit looping around Lake Washington. Seattle to Renton to Bellevue to Bothell to U W to Seattle	East Corridor
	East Corridor
Light rail elevated along state highway 5, Bothell/Lake Forest Park to Downtown Seattle. Light rail elevated along state highway 405 Everett/Bothell to Bellevue/Redmond. Build parking garages along SR 522.	
More freeway lanes for single occupant vehicles on I-405, 5, 90 and 520.	East Corridor
Bellevue to Everett	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>Fix the I5 Corridor from Northgate to Boeing Field, both North and Southbound. I could write an article about this.</p> <p>Fix the cluster that is the Express Lanes onramp from I-5 North. If you prevent drivers from cutting over at the last second AND/OR add a second onramp lane; traffic to the N bound express lanes will go much smoother.</p> <p>Add a 3rd light cycle for the downtown Seattle traffic lights that is Pedestrian only. Then, make the other two for traffic only.</p> <p>Improve the light cycle for NB 99 past the bridge.</p>	East Corridor
<p>I-90 corridor light rail beyond South Bellevue Transit center out through Issaquah, towards North Bend.</p>	East Corridor
<p>Light rail up 405 to Bothell.</p>	East Corridor
<p>We still need a viable rail corridor on the Eastside. Wait, we had one, and are putting a bike path on it. Please explore killing the bike path (very few commuters) and getting light rail on the Eastside rail that went from Woodinville all the way to Renton. Losing that possibility - thanks to Ron fucking Sims- has seriously hindered transit on the Eastside and will probably limit growth in a bad way. Also, the 405 HOT lanes? BAD idea.</p>	East Corridor
<p>High Capacity Transit, including BRT and ultimately light rail, on SR 522 from I-405 to the future Light Rail Station at 145th in Shoreline. BRT now on SR 522 and conduct a Light Rail study for SR 522.</p>	East Corridor
<p>Enough! Too much \$ has already been spent on this inept ST project! I have lived in so many cities with good rail transit and SEA appears to not have a clue to what works! Disaster!</p>	East Corridor
<p>State Route 522 is left out - super impacted ever since the toll charges were implemented on the bridges. Kenmore is cut off from the world. Please help Kenmore get to the freeways and build a parking garage for the park and ride folks.</p>	East Corridor
<p>Scrapping Sound Transit - and Metro too!</p>	East Corridor
<p>Bellevue to Issaquah light rail.</p>	East Corridor
<p>Train over 520</p>	East Corridor
<p>High speed train or lightrail from Issaquah to Bellevue and Issaquah to Seattle</p>	East Corridor
<p>My Bellevue (98005) business has multiple employees challenged daily with commutes from Seattle and West Seattle. There are few convenient transit options available. Please consider commutes across Lake Washington in the priority projects list.</p>	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

There is nothing covering the 405 corridor between Bellevue and Tukwila/Kent except for "managed lanes"! I would like to see other mass transit options included, as that is how I commute!	East Corridor
Seattle to Issaquah via I-90	East Corridor
More service on and access to SR 522	East Corridor
1. Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station. 2. Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522. 3. Build structured parking garages along SR 522 corridor.	East Corridor
Rapid bus transit (like the RapidRide D and E) for 145th St and Bothell Way/SR522 to feed into the Light Rail. Getting Light Rail on SR522!! The North Lake Corridor is being ignored! It should be much higher priority. Because of tolls on bridges, more traffic is dumping into SR522, and there is NO ROOM for expanding with more lanes. Bus service is not frequent enough and doesn't go late enough to destinations like downtown and U-district. And parking, parking, parking, so people can get to light rail and rapid transit. Good transit is not coming to me soon enough, so I have to drive and just park in people's neighborhoods, in front of their houses. Not good. Or I will have to move and take on another mortgage!! Just to get to the good transit.	East Corridor
I405 is a disaster between 522/Woodinville and (at least) Coal Creek Parkway. As I understand it, the plan of HOV bus service between Lynnwood and SeaTac doesn't seem to adequately address the problem.	East Corridor
More buses, less rail.	East Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor	East Corridor
Light Rail on SR 522.	East Corridor
Light rail for Renton to Bellevue in I405 right of way	East Corridor
Extension of light rail to downtown Redmond from the U District via SR 520. This should have been included in the 520 replacement deal from the beginning.	East Corridor
-Construct Bus Rapid Transit lanes along NE 145th St, between SR 522 and the future Shoreline light rail station -Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 -Build structured parking garages along SR 522 corridor	East Corridor
North Corridor - Transit in Bothell/ Canyon Park connecting to King County employment locations	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

More long term solutions that include 522/bothell way/lake city way. We keep spending money on widening, resurfacing etc for cars. We need more options to get out of our cars here on the north end of the lake.	East Corridor
I attended the open meeting on June 23rd in Redmond. I went into the meeting a strong supporter of your projects. I left VERY disappointed. I found that you have no plans for a station that will meet future needs for transfers going to Seattle from Issaquah, etc. It appears that you are building light rail lines without any plan to establish a well thought out system, just run trains when and where you can without "connections" to other trains. I feel your planners are aware of these short-falls in your planning, but will tell the voters "later" that more money is needed for appropriate station design and construction to meet real needs.	East Corridor
light rail transportation from Bellevue to Seattle	East Corridor
145th to Kenmore and around Lake Washington 5-22	East Corridor
Light rail across 520 bridge connecting Kirkland to University Village.	East Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station	East Corridor
Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522	
Build structured parking garages along SR 522 corridor	
SR522 East to West connecting to I405 and I5	East Corridor
Monorail and sky tram	East Corridor
522 link from 405 to I-5	East Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station	East Corridor
Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522	
Build structured parking garages along SR 522 corridor	
-Construct Bus Rapid transit lanes along NE 145th St between SR 522 and the future shoreline rail station	East Corridor
-Construct Bus Rapid transit on SR 522 and conduct a light rail study for Sr 522 all the way to Bothell & Woodinville	
build structured parking garages along SR 522 corridor	
1) Construct Bus Rapid Transit lanes along NE 145th St, between SR 522 and the future Shoreline light rail station	East Corridor
2)Construct Bus Rapid Trnsit on SR 522 and conduct a light rail study for SR 522	
3) Build structured parking garages along SR 522 corridor	

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Construct Bus Rapid Transit lanes along NE145th. Construct Bus Rapid Transit on SR522 and conduct a light rail Study for SR522. Build structured parking garages along SR522 corridor. Figure out how to put light rail encircling Lake Washington, connecting Everett & the Eastside to SeaTac Airport. Like on elevated platforms over I-5 & I-405/SR522, similar to the ones at the south end of the light rail lines near the airport.	East Corridor
<ul style="list-style-type: none"> •Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station •Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 •Build structured parking garages along SR 522 corridor 	East Corridor
Light rail across Lake Washington	East Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor - See more at: http://www.kenmorewa.gov/st3#sthash.PNKiQdoR.dpuf	East Corridor
There needs to be projects that actually benefit the daily drivers and not cater to the wealthy and or HOV drivers. Expand 405 and not with HOV lanes only!	East Corridor
North Lake Washington light rail options - Kenmore/Bothell/Woodinville stations	East Corridor
More SE routes and projects. Buses to Renton are packed.	East Corridor
Bus Rapid Transit on 145th St. and on Bothell Way, with Light Rail eventually on Bothell Way (522) corridor. Alleviate congestion across north part of Lake Washington, including Bothell, Kenmore, Lake Forest Park and Lake City.	East Corridor
Issaquah Highlands to Bellevue to Seattle	East Corridor
More transit options to Kirkland/Juanita/Bothell. The current options are not sufficient and turn away customers most mornings. Most projects seem to only care about the south side of 520, leaving Kirkland residents in the dust. It's very frustrating.	East Corridor
Low cost, no cost overrun, within or below budget, on schedule, quality, everyone pays (bikers, peds, renters, tent-city people, undocumented, drug consumers) with exception of elderly with limited income, no tolls, high security and safety with enforcement.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

I live in Kenmore. Almost none of the proposed projects would help me. Traffic is bad and getting worse on SR 522. There are not enough places for people to park in lots so they can commute by bus. I would like improved access to get to downtown Seattle and to Microsoft in Redmond. Here are the ones that would help. Construct Bus Rapid Transit on SR 522 and along NE 145th St. to allow easy access to the future Shoreline light rail station Build structured parking garages along SR 522 corridor in Woodinville, Bothell, or Kenmore. Consider the area of Brightwater on Highway 9.	East Corridor
more roadway space for private vehicles. Delete the lightrail on I-90	East Corridor
Downtown Kirkland to Downtown Bellevue and University District and Downtown Seattle and Downtown Redmond and Downtown Woodinville	East Corridor
More highways.	East Corridor
Should all transit agencies between Hoquiam and Bellingham be absorbed into one transit agencies for efficiency of operation and coordination of routes	East Corridor
Construct Bus Rapid Transit lanes along NE 145th st between SR 522 and the future Shoreline light rail station. Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522	East Corridor
<ul style="list-style-type: none"> •Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station •Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 •Build structured parking garages along SR 522 corridor 	East Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor	East Corridor
1. Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station 2. Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 3. Build structured parking garages along SR 522 corridor	East Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor	East Corridor
elevated light rail from seattle to Issaquah	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

2. In Question 7, indicate that "Project(s) are missing that should be included" and ask Sound Transit to: <ul style="list-style-type: none"> •Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station •Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 •Build structured parking garages along SR 522 corridor 	East Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor	East Corridor
Build structured parking along SR 522. Light rail to Kenmore/Bothell/Woodinville	East Corridor
Seattle to Woodinville via SR522	East Corridor
Kenmore light rail	East Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor	East Corridor
Rapid transit on SR 522, build structured parking garages along SR 522	East Corridor
Lynnwood to Renton light rail via Bothell, Kirkland and Bellevue.	East Corridor
Issaquah to Seattle - light rail	East Corridor
Parking in Overlake Transit Center is very poor, this location (40th st and 156th Ave NE in Redmond) has good connection of B-lines, but parking is very limited to catch 545. Please look into increasing the parking. and also bus route of 545 to Amazon is not convenient, making this convenient can make more people use bus.	East Corridor
Redmond/Bellevue/Kirkland light rail to seattle and SEATAC	East Corridor
Light Rail along the SR 522 corridor to Lake Forest Park, Kenmore, Bothell, Woodinville.	East Corridor
The I-405 corridor is atrocious. Why not run light rail right up the middle.	East Corridor
1. Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 2. Build structured parking garages along SR 522 corridor - or provide more park and ride spaces - that blend in with the landscape 3. Construct Bus Rapid Transit lanes along NE 145th Street between SR 522 and the future Shoreline rail station	East Corridor
Bellevue <--> Woodinville	East Corridor
More park and ride lots (and bigger P & R) to accommodate cars at most light rail stations!!!	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Mass transit along i-405	East Corridor
Please consider improving the bus frequency and mass transit options from Redmond to Seattle via Overlake transit center. The buses are always packed to the door during peak commute hours and sometimes even skip bus stops due to lack of capacity. While the planned East Link Extension will help alleviate the situation, it is not scheduled to open until 2023. We need something to move people until then. There is a very heavy concentration of rental apartments around the Overlake transit center and a lot of people commute from there to Seattle for their jobs. So increasing frequency to that single station alone will help a lot of people.	East Corridor
522 light rail	East Corridor
A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network. An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue.	East Corridor
A plan for 1 unified link rail system that encompasses the south south, through seatac, north along the east and west corridor up to everett	East Corridor
Light rail to Bainbridge Island and the San Juan Islands.	East Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor	East Corridor
I-405 primarily Kirkland to Bothell, and the S-curves of Renton	East Corridor
SRR 522 has been close to capacity for several years. It is the the main line connecting Seattle to the north shore communities. I'd like a project that links into either creating a light rail link or a RTB to help ease congestion.	East Corridor
Eastside connector options	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Link light rail along 522 and bothell way ne	East Corridor
ST Express from Bellevue to South Lake Union	East Corridor
ST Express from Kirkland to South Lake Union	
Build structured parking garages along SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522	East Corridor
Light rail along the 405 corridor southbound. Once again, regional transportation gives the middle finger to southeast King County. I will not support a project that does not include some form of realistic mass transportation (read: light rail) which connects Renton and communities along 167 to Bellevue. Don't forget the parking, either. I can't rate the "System Access Program" very high because it includes ped and bike, which aren't as important as making the system accessible to those who need to park and ride. Bottom line, I want a system that gets me from where I live, to where I want to go, in the least amount of time. I used to bus daily, until it started taking me two to three times the amount of time that it takes me to drive the same distance. The money I spend on parking is well worth the time I get to spend with my family. RE: question 8 - you're on shaky grounds with asking for polling language in light of PDC rulings on the matter.	East Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor	East Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor	East Corridor
There needs to be additional projects developed for connecting eastside municipalities to one another.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

You really need to consider the impacts several decisions have had on the Juanita/Kirkland/Kenmore/Bothell area. When a toll was placed on 520 significantly more drivers began driving around the north end of the Lake. Juanita Drive is often backed up from the light at 68th Ave NE and Bothell Way past 148th Pl (nearly to Bastyr and St. Edward's Park. Likewise, the traffic on Bothell Way is often gridlocked. In addition, more traffic exists on Simonds Road NE and 116th (Waynita Way) to Bothell via the Wayne Curve as motorists try to avoid 405. Many of the decisions being made are causing motorists to just take a different route NOT causing them to decide to take transit. Tolls on 405 will further impact the side roads on the east side and the north end of the lake. SERIOUS CONCERN!	East Corridor
nothing for Mill Creek or Bothell	East Corridor
1 - Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station 2 - Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 3 - Build structured parking garages along SR 522 corridor	East Corridor
Kirkland-Totem Lake-Woodinville Kirkland-Totem Lake-Downtown Redmond Kirkland-Totem Lake-Juanita-Kenmore-Lake Forest-Lake City	East Corridor
More high capacity bus only lanes.	East Corridor
Please expedite a project to begin studying and improving service along highway 522, from Kenmore to Downtown Seattle. Please consider all possibilities, including light rail, rapid ride buses, additional parking structures, and bus rapid transit between 522 and the new light rail station in shoreline. Traffic is getting worse!	East Corridor
East side 522 light rail to Bellevue	East Corridor
Connecting I405 HOV bus routes at 85th Street interchange to people mover into downtown Kirkland.	East Corridor
connecting Seattle and the east side via 90 and 520, north/south along I405 and I5	East Corridor
SR 522 BRT, dedicated bus lines both directions from Bothell to I-5	East Corridor
Additional park & ride facilities	East Corridor
Downtown Bellevue (or Overlake Transit Center) to Downtown Seattle	East Corridor
is there a way to get a light rail or something of the sort from the eastside to the westside???	East Corridor
Service for Kirkland.	East Corridor
522 from Bothell to I5 along Lake City Way, light rail, elevated or ground	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>(1) Small shuttle buses to take senior citizens, the disabled and other people without cars from their homes (or streets, for people who can walk) to the transit centers. There is linkage between transit centers but senior citizens have no way to get from their homes to the transit centers.</p> <p>(2) Shuttle buses around from the arts venues in downtown Seattle - Seattle Center, Town Hall, Benaryoa Hall and the theaters (Paramount, etc.) to the major transit stops downtown, such as 4th & Pine, etc., at night. Much more frequent express bus services from the downtown stops into outlying areas, such as Redmond or Bellevue, on weekend nights so that people can come back from the arts by bus. It is not safe for women to go to the arts because of having to wait long times for buses in the dark.</p> <p>(3) The video for the light rail plan from downtown to the Eastside showed only two train cars. Given the population growth on the Eastside and the fact that 545 buses to Redmond are overcrowded with standing room only during rush hour, isn't it shortsighted to plan for 2-car trains? In New York the North Jersey Coast line may have about 15 cars coming back from the arts on a Saturday night, and these are large train cars, not small light rail cars.</p> <p>(4) Transit Oriented Housing - this is a disaster. In Redmond the "affordable" housing starts at \$1300 for a 1 bedroom apt because it is based on the median income. In Redmond that means Microsoft executives. But almost all of the apartment buildings built near transit have exorbitant rent. The other issue is that senior citizens don't want to be stuck next to transit centers with noise and fumes. Senior citizen housing should be near gardens and natural walking paths, but there should be shuttle buses from senior housing to the transit centers.</p> <p>(5) Please stop telling us that the region will grow and start opposing the unwanted growth that is taking jobs away from the current residents.</p>	<p>East Corridor</p>
<p>Light rail along the Bothell corridor.</p>	<p>East Corridor</p>
<p>Lynnwood TC to Bellevue TC light rail</p>	<p>East Corridor</p>
<p>Finding ways to work more closely with local transit services to minimize the time, hassle and added expense to get from Metro or Community to Sound - ideally have a single service that provide close-to-home access to extended transit services without so many transfers and without having to pay for each leg of the journey.</p>	<p>East Corridor</p>
<p>Looks where the worst traffic is: across the bridges! It's unfathomable that we keep building more lanes, but make no provision for eastside-seattle expansion, and actually cut service within the eastside, forcing us into SOVs.</p>	<p>East Corridor</p>
<p>There must be more relief on bothell way through Kenmore and into Lake City. 520 pushes far too many on this road. Help is needed!!!</p>	<p>East Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Construct bus rapid Transit on SR522 and conduct a light rail study for SR522	East Corridor
Built additional parking structures along SR522 corridor	
Construct bus rapid transit lanes along NE 145th., between SR 522 and the future shoreline light rail station	East Corridor
Construct bus rapid transit on SR522 and construct a light rail study for SR522	
Build structured parking garages along 522 corridor	
1. Construct Bus Rapid Transit lanes along NE 145th St, between SR 522 and the future Shoreline light rail station. 2. Construct Bus Rapid Transit lanes on SR 522. 3. Conduct a light rail study for SR 522. 4. Build structured parking garages along the SR 522 corridor.	East Corridor
Eastside to Seatac express options (bus or rail)	East Corridor
Rail between Seattle to Kirkland Transit and Overlake Transit	
SR 522 in Kenmore for mass transit.	East Corridor
You don't include Bothell in any of your plans!! Only a bus on 522 from Woodinville!! Not enough.	East Corridor
Kenmore/South Bothell area needs better access to downtown Seattle and SeaTac airport. Highway 522 in Kenmore needs better traffic flow. It's too small for the amount of commuters living here.	East Corridor
light rail along highway 522	East Corridor
1. Construction and implementation of BRT on SR522 (Bothell Way).	East Corridor
2. A Light Rail Study for Bothell Way (SR522) with the intention of funding Light Rail along the Bothell Way corridor in a future funding package.	
Better transit options across the top (northern part) of lake washington. Better transit options for north to south travel along the 405	East Corridor
Construct bus rapid transit lanes along ne 145th street between SR522 and the future Shoreline light rail station.	East Corridor
Construct bus rapid transit on SR522 and conduct a light rail study for SR522.	
Build structured parking garages along SR522 corridor.	
Everett to Lake Stevens Light rail connection	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

1. Bus transit along the border of Kenmore, Bothell and Kirkland along Simonds Road and 100th Ave on one end and 68th Ave NE on the other end to major transportation routes to Seattle. 2. Bus transit along SR 522. 3. Parking options along SR. 522. 4. More community transits linking the interiors of Bothell/Kenmore suburbs to main transportation points.	East Corridor
Increased bus service in Bellevue. My family would use buses much more in Bellevue if there were good connections near our house. The closest bus stop is a mile from our house and has only one line with long intervals between buses and requires transfers to other buses to get anywhere.	East Corridor
ST Express lanes vs light rail	East Corridor
Downtown to Ballard light rail through queen anne to support the new Expedia building at the old Amgen campus	East Corridor
More options for Eastside to downtown Seattle commuting (including Capitol Hill), and Eastside to North Seattle neighborhoods (Ballard, Fremont, U District, etc.). A light rail would be amazing, or at least more transit options, especially late night and on weekends. Most Eastside to Seattle transit seems to be focused on work commuting only, with lots of options at rush hour during the week, but service is much more slim late night and on weekends. Would be great to be able to enjoy Seattle's night life as an Eastside resident without having to pay for a cab or deal with limited or nonexistent late night rides.	East Corridor
BUILDING OUT LIGHT RAIL EAST TO NORTHBEND AND SNOQUALMIE ALLOWING GROWTH TO EXPAND EAST INSTEAD OF JUST NORTH AND SOUTH.	East Corridor
Bellevue to downtown Seattle light rail	East Corridor
There is unused railroad from Renton to Bellevue, it would be great to have a light rail option from Renton to Bellevue south P&R, that could eventually be extended to Kent. This in combination with Light Rail to Issaquah and Kirkland and east side can enter the 20th century...	East Corridor
project to live within current budget and money	East Corridor
Light rail from Downtown Seattle to Issaquah along I-90	East Corridor
I-405 corridor	East Corridor
Kirkland to So Lake Union	
Bothell/Kenmore to Downtown Seattle	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>--Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station</p> <p>--Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522</p> <p>--Build structured parking garages along SR 522 corridor</p>	East Corridor
<p>--Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station</p> <p>--Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522</p> <p>--Build structured parking garages along SR 522 corridor</p>	East Corridor
<p>Construct Bus Rapid Transit lanes along NE 145th, between SR522 and the future Shoreline light rail station, Construct Bus Rapid Transit on SR522 and conduct a light rail study for SR522, Build structured parking garages along SR522 corridor.</p>	East Corridor
<p>--Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station</p> <p>--Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522</p> <p>--Build structured parking garages along SR 522 corridor</p>	East Corridor
<p>* Add Bus Rapid Transit lanes along NE 145th St. between SR 522 and the future Shoreline light rail station.</p> <p>* Add Bus Rapid Transit lanes on SR 522 and conduct a light rail study for SR 522.</p> <p>* Build structured parking garages along SR 522 corridor.</p>	East Corridor
<ul style="list-style-type: none"> •Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station •Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 •Build structured parking garages along SR 522 corridor 	East Corridor
<p>Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station</p> <p>--Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522</p> <p>--Build structured parking garages along SR 522 corridor</p>	East Corridor
<p>Rail need to go to Bear Creek Park & Ride</p>	East Corridor
<p>Local buses to Seattle during peak times a ND more parking at all transit centers</p>	East Corridor
<p>522 light rail should be considered. This is a major thoroughfare from woodinville, bothell, and kenmore to Seattle. Growth is exploding on the north end of the lake, with high density housing and amenities such as the burke gilman trail, the lake, and the many nature oriented activities that will draw more and more people to this area. Traffic is getting worse and worse with no plan in place to fix it. Light rail and improved parking along 522 would help tremendously.</p>	East Corridor
<p>Eastside -> SeaTac airport express</p>	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>--Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station</p> <p>--Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522</p> <p>--Build structured parking garages along SR 522 corridor</p>	East Corridor
<p>-- Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station</p> <p>-- Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522</p> <p>-- Build structured parking garages along SR 522 corridor</p>	East Corridor
<p>More traffic congestion solutions on Hwy 522 from Kenmore to North Seattle (both directions).</p>	East Corridor
<p>Focus should be placed on Bus Rapid Transit. I support mass transit, and I love trains, but I'm not interested in wasting money on trains that aren't making a difference. I want a mass transit system that caters to the people who use transit. You're never going to get me out of my car, and I'm afraid there are millions more like me. But we can target the hundreds of thousands of people who are likely to use mass transit and serve them reliably and economically.</p>	East Corridor
<p>--Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station</p> <p>--Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522</p> <p>--Build structured parking garages along SR 522 corridor</p>	East Corridor
<p>Sounder stations in Ballard, Shoreline</p>	East Corridor
<p>Light or heavy rail Tukwila to Bellevue along I-405 corridor</p>	East Corridor
<p>Rapid transit and/or improved transit northbound on Juanita Drive/68th Ave. NE and westbound SR-522. I had to quit a job at the UW because the long commute (basically sitting in my car not moving) was not conducive to leading any kind of happy life.</p> <p>The closest bus stop to my house located on 75th Ave. NE, Kirkland that would take me to Kenmore then to the UW is .72 miles away, which is unacceptable especially when Seattle has bus stops everywhere. I was recently contacted by the UW regarding another job opportunity which I had to decline because the commute is still terrible especially due to the HOV lane being closed on SR522. Unbelievable that it takes an hour to drive 11 miles, or an hour and half to walk and take the bus the same 11 miles. I am still unemployed and still limited in where I can work because it so difficult to get anywhere in a timely manner from far North Kirkland. Thank you King County! I sure wish I could afford to move away from here.</p>	East Corridor
<p>Kenmore</p>	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station. Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522.	East Corridor
Conduct a light rail study along SR 522. Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and Shoreline light rail station.	East Corridor
Light rail that cuts directly across from I-5 to 405 on the north end. 522 through Kenmore is a mess and gets worse every day because of the 520 bridge.	East Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor	East Corridor
There needs to be more projects that address the large growth in Kenmore, Bothell, and Woodinville. The buses are full and the roads are crowded with people avoiding the 520 tolls. At this point I would not be surprised if neighborhoods banded together and started a lawsuit. I feel WSDOT has failed me and I hate giving them a penny because in the years I have lived in Kenmore (10+), I have seen the transportation problem become worse with no plans to fix it. If you want me to vote for any tax increase project you need to think of this area too.	East Corridor
Bothell or Woodinville connections should be considered. 522 is absolute trash and has gotten worse with the 520 tolling and soon to come 405 tolling.	East Corridor
Light Rail from Issaquah to Downtown Seattle	East Corridor
North lake washington Woodinville to Northgate or I-5 connection	East Corridor
Kenmore, Bothell, Woodinville to Seattle.	East Corridor
Connecting to Renton either by expanding the south seattle or eastside extensions. Creating multi-modal stations that funnel existing transit users to and onto the light-rail system (the light rail line represents a reasonable back-bone, but the spokes feeding riders to that backbone are lacking). Create better connections across SR 520 between eastside and South Lake Union! Help get traffic off highways by improving off-ramp traffic storage - too much of the traffic back-ups are not related to the highways, but instead the local streets and their capacity to receive highway traffic.	East Corridor
- Construct bus rapid transit lanes along NE 145th St. between SR522 and the future Shoreline light rail station - Construct bus rapid transit on SR522 and conduct a light rail study for SR522 - Build structured parking garages along SR522 corridor	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Bothell way/lake city way corridor.	East Corridor
Bothell Way - Something that serves Lake Forest Park, Kenmore, and Bothell.	East Corridor
Transit north out of Seattle to northern areas, particularly Bothell/Kenmore/Lake Forest Park, as well as looking at transit for 522 as congestion is increasing in that area significantly!	East Corridor
Seattle King Street station to Eastgate Park and Ride across Mercer Island	East Corridor
Light rail to Bellevue College!	East Corridor
Light Rail on 405 from Mulkey to connect into I-5 south in Redmond	East Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station --Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 --Build structured parking garages along SR 522 corridor	East Corridor
Everett-totem lake-Kent light rail	East Corridor
Light rail running along 405 corridor (Bothell\Kirkland\Bellevue(North,Central,South)\Newcastle\Renton\Southcenter-SeaTac)	East Corridor
study to have a complete light rail loop of the I-5 to I-405, to circle Lake Washington, with one track going north and the other south.	East Corridor
<ul style="list-style-type: none"> •Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station •Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 •Build structured parking garages along SR 522 corridor 	East Corridor
Transit from Eastside to Seattle and routes from that connecting hub.	East Corridor
RENTON, Newcastle & KENT with a thought about Maple Valley!!!! Express bus on Coal Creek Parkway would be amazing. Support Renton and Kent. Two of the ten largest cities in the state! Thanks	East Corridor
light rail across 520; light rail along 405 corridor	East Corridor
Light rail or BRT along SR522 to UW Bothell and Woodinville	East Corridor
Light rail along SR 522 to Lake City, Kenmore, UW Bothell	East Corridor
Light rail to Bellevue College and Factoria area	East Corridor
Construct bus rapid transit lanes along NE 145th St. between SR522 and the future Shoreline light rail station Construct Bus rapid transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor	East Corridor
Bellevue to University District !	East Corridor
Improvements to busses and bus lanes on SR 522 routes 312 and ST 522	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

I would like better bus service from Sammamish to Bellevue bus center.	East Corridor
Expanding options along SR522 corridor	East Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor	East Corridor
Transit from Bothell/Kenmore to downtown Seattle along the 522.	East Corridor
Ensure parking for commuters who use buses, light rail, etc. along SR 522. This may include building parking garages. For example, the park and ride in Kenmore is always full for late-shift (10am) commuters. The current solution is for commuters to park in a lot that is fairly empty in downtown Kenmore. However this lot is slated for development in the next 6-12 months, and a lot of people are going to be in a park and ride pickle. There are very few other parking options along SR 522. Additionally, Northgate has done a great job of expanding commuter parking, and yet the lots are now full. I want to use transit, but I must have the resources available to do so. One resource is the actual bus/light rail service; another is a place to leave my car!	East Corridor
Bellevue college to downtown seattle and University district	East Corridor
Better Kenmore to Bellevue connections	East Corridor
Transit to the suburban areas of Kirkland seems woefully inadequate and studies/proposed improvements would be a great idea.	East Corridor
Light Rail going up the 405 corridor from Renton to Lynnwood.	East Corridor
I would love to see more potential projects on the Eastside. Certain areas have great public transportation, but getting to and from others is a bit of a challenge. Getting to and from Seattle is usually great, but I sometimes struggle with commuting around the Eastside.	East Corridor
SR 522 light rail. The current design creates a desert for light rail between I-90 and Lynnwood, and leaves Lake City, Lake Forest Park, Kenmore, Bothell and Woodinville without access. I ride the bus daily on the 522/312 routes, and they are overcrowded and in high demand.	East Corridor
Renton to Seatac	East Corridor
Road projects are never the answer, we need to get reliable service to/from the Eastside that does not rely on roads and traffic. After the toll projects, traveling to/from Seattle has become a nightmare!	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>Need rapid transit lanes on 145th from 522 to the planned rail station in Shoreline. Traffic along 145th is already impossible - so many lights, and no bus lane. Need better bus transit lanes on 522. Light rail on 522 would be incredibly beneficial, as well as MORE park and rides. There is room to build such things in Kenmore (where I live). Building of homes and apartments continues like mad, and the park and rides in our area are completely full every working day by early AM. In addition to our booming population, we have the additional traffic on 522 that's trying to avoid tolls on the 520 bridge.</p>	<p>East Corridor</p>
<p>Eastside to Seattle light rail</p>	<p>East Corridor</p>
<p>Light Rail: Connecting Lynnwood to Bellevue via Bothell, Woodinville and Kirkland</p>	<p>East Corridor</p>
<p>A direct central link connection to the airport should be part of the project list. The detour through Columbia City etc adds far too much time to the commute. I would rather take a bus. Also a direct connection would provide better access to Boeing field! Ridership on the south section of link would take off.</p>	<p>East Corridor</p>
<p>Renton/Bellevue corridor improvements, Expand lanes, improve travel times at peak, Light Rail. Renton - Issaquah access improvements... my father died on SR900 last year and it needs improved for safety and traffic growth and multi-lane access from Renton to Issaquah with Bike Lanes, HOV and bus routes.</p>	<p>East Corridor</p>
<p>Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor</p>	<p>East Corridor</p>
<p>1. More Park&Ride parking capacity (build parking structures?) along the 522 corridor. The lots are FULL! 2. Please consider Bus Rapid Transit along the SR522 corridor. The 522 is PACKED standing-room-only during commuting times. 3. Please consider a rapid transit connection between SR522 and the future Shoreline light rail station</p>	<p>East Corridor</p>
<p>522 corridor I405 to I5</p>	<p>East Corridor</p>
<p>Light rail from Issaquah Highlands to Issaquah Transit Center to continue along I-90 and connect to the Eastside Link tracks to downtown Seattle.</p>	<p>East Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

- Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station - Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 - Build structured parking garages along SR 522 corridor	East Corridor
405 stop at 8th Street Kirkland, Washington	East Corridor
Connecting Bothell to Redmond and Seattle	East Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor	East Corridor
LRT from Issaquah should head to S Bellevue, not Wilburton Station	East Corridor
More Eastside to Seattle (all over) I live in north Kirkland and there is / are VEFY limited. Unless you happen to have a car and/or live close to the 405 where you can take the 535 to Bellevue (during certain rush hour hours) the 532 doesn't even stop at Brickyard (the only stop it skips between Bellevue and Everett.	East Corridor
Mass transit from Bothell to Seattle and Bothell to Bellevue	East Corridor
Need more bus service from Renton Highlands to Seattle, up to Elliott Bay	East Corridor
Transit options for 522	East Corridor
I don't see seattle downtown to bellevue via I90. Did I miss it?	East Corridor
Light rail from Redmond to Downtown Seattle Light rail from Bellevue to Downtown Seattle More transit options to Capitol Hill & First Hill, especially from the Eastern cities	East Corridor
Bellevue Downtown to SEattle downtown direct	East Corridor
Quicker Redmond/Seattle transit. Especially during rush hour.	East Corridor
522 corridor High Capacity Transit project discussed in 2005 is curiously missing from this survey and indicated for future 'study' not as a project despite obvious impacts from toll avoidance and diversion due to SR520 and I-405 Tolling projects. How is Kenmore left off the list of impacted municipalities when the City's 21,000+ residents are landlocked withing the tolling area by highways requiring tolls? Perhaps issues of equity should be more closely monitored as regional authorities are rife with plans to disenfranchise those most vulnerable to the power Sound Transit and WSDOT wields over the general population. An ombudsman should be setup to address the ongoing concerns of those most abused by callous policy decisions.	East Corridor
I would love to see more north/east light rail projects. Lake Forest Park/Kenmore/Bothell to Bellevue/Issaquah.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>--Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station</p> <p>--Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522</p> <p>--Build structured parking garages along SR 522 corridor</p>	East Corridor
<p>1) Bellevue to Renton light rail! Way better way to spend money than a direct HOV ramp to a gridlocked highway.</p> <p>2) Totem Lake to Canyon Park in Bothell light rail</p>	East Corridor
<p>--Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station</p> <p>--Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522</p> <p>--Build structured parking garages along SR 522 corridor</p>	East Corridor
<p>--Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station</p> <p>--Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522</p> <p>--Build structured parking garages along SR 522 corridor</p>	East Corridor
<p>Working on the traffic issues associated with 522 due to toll-avoiders.</p>	East Corridor
<p>Bellevue to Lynnwood light rail... the \$10 toll is ridiculously expensive and it will make 405 a parking lot. I teach in Bellevue, and because the cost of living is so high there, many teachers commute from the north end. We have lost 3 good teachers in the last 2 years because of the terrible commute... they are now teaching in Edmonds and Shoreline. This commute needs to have the highest priority.</p>	East Corridor
<p>- Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station</p> <p>- Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522</p> <p>- Build structured parking garages along SR 522 corridor</p>	East Corridor
<p>Olympia to Seattle</p>	East Corridor
<p>Northern Lake Washington Crossing. Bothell, Kenmore, Lake Forest Park need to included in the regional long-range plan</p>	East Corridor
<p>-New Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station</p> <p>-New Bus Rapid Transit on SR 522</p> <p>-A light rail study for SR 522</p> <p>-Build structured parking garages along SR 522 corridor (ALL the Park-and-Rides are FULL)</p>	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Construct bus rapid transit lanes along NE 145th ST between SR 522 and future Shoreline light rail station; construct bus rapid transit on SR 522 and conduct a light rail study for SR 522; build structures parking along SR 522 corridor	East Corridor
Totem Lake to Renton via I-405 light rail	East Corridor
drop rail; use busses more; bus more flexible and rail only serves 3% rides	East Corridor
Bothell to ANYWHERE!!!! Especially Bothell to Everett. The Canyon Park P&R is always packed, so commuting via bus is never an option!	East Corridor
The SR 522 corridor is becoming more and more crowded, especially as people seek to avoid Hwy 520 over Lake Washington, and P&R lots are often filled to capacity very early in the day. Therefore, I support the following projects: Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station, and extending to the UW/Bothell and Cascadia Campuses. Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor	East Corridor
1) Light rail across Lake Washington. I use mass transit from Kirkland to Seattle (Capitol Hill, UW, and downtown) and would like to take a mass transit mode that does not get stuck in traffic along with all the cars. I would prefer light rail but busses in dedicated bus lanes is another option. 2) More North-South light rail from Renton to Lynnwood. Those rails should meet westside light rail running between Tacoma and Everett.	East Corridor
Kenmore to Seattle	East Corridor
Link Light Rail to Issaquah via I-90 and Eastgate TC.	East Corridor
--Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station --Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 --Build structured parking garages along SR 522 corridor --Build connections between downtown seattle to Bothell 228th st Se & 41st ave Se via Bellevue.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Dedicated bus transit in lieu of light rail including options for self guided "bus-trains."	East Corridor
Studies that examine the importance of commuting without waiting to change mode of transportation vs significant commuter parking access vs sitting in a car, stuck in traffic.	
Light Rail from Bellevue to Bothell	East Corridor
BRT instead of light rail to west seattle	East Corridor
a. Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station. b. Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522. c. Build structured parking garages along SR 522 corridor	East Corridor
Nothing for SR 522, North King and South Snohomish County near Bothell, Woodinville, and Kenmore.	East Corridor
Light rail from downtown Seattle across the 520 bridge.	East Corridor
Commute from totem lake/kirkland to downtown seattle and to the Udistrict	East Corridor
-Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station -Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 -Build structured parking garages along SR 522 corridor	East Corridor
•Build Bus Rapid Transit Lanes and fund increased bus service on SR 522 and NE 145th St. to and from the Shoreline Rail Station. •Build Parking garages along SR 522. •Fund a light rail study for eventual funding of a light rail station on SR 522.	East Corridor
all	East Corridor
WHAT ABOUT 405 BETWEEN BELLEVUE AND RENTON?? Why has this area been ignored? It is a population center, a business center and a major connection point!	East Corridor
Light rail on the north end of the 405 corridor - from Bellevue north through Bothell to I-5.	East Corridor
Kirkland-Bellevue-U.District-Downtown Seattle rail route.	East Corridor
linking light rail to the north end of lake washington to Kenmore WA	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station.	East Corridor
Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522.	
Build structured parking garages along SR 522 corridor.	
Eastside--Kirkland to downtown seattle	East Corridor
Construction of Bus Rapid Transit on SR 522 and conduct light rail study for SR 522.	East Corridor
Build structured parking garages along SR 522 corridor.	
More on eastside	East Corridor
Add light rail to SR522 from Bothell to I-5, Build structured parking garages along SR522 and enlarge present parking lots,	East Corridor
I would like rail transit from Renton into Bellevue and Seattle.	East Corridor
better transportation along 522 through Kenmore; more transportation options for east/west commutes. Bus along Simonds Road.	East Corridor
--Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station --Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 --Build structured parking garages along SR 522 corridor	East Corridor
Connecting the eastside, specifically Renton to Seattle via light rail.	East Corridor
Light rail to Issaquah or any other services to/from Seattle and Issaquah (and further east - many North Bend and Snoqualmie residents drive in to Issaquah to take transit from there).	East Corridor
Improved Renton to Seattle, Renton to Bellevue, Renton to Redmond access, also Kent and Auburn to all 3 destinations, Improved 405 south (desperately needed, as it seems most 405 investment and transit dollars go Bellevue north, not to the south end.	East Corridor
More north sounder trains. Sounder trains for all major sports events. Bothell added to eastside north-south link. More parking at park-and-rides.	East Corridor
Note cutbacks by Community Transit to Bothell over the last several years that has effectively eliminated local access has increased negative view of transit projects / spending. Coordination should be made on both Regional and Local fronts.	
Light rail seattle to issaquah over i-90 bridge.	East Corridor
Issaquah to Seattle light rail	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Kenmore, Bothell, 522 connection	East Corridor
Issaquah desperately needs light rail. Yes, there are direct buses to downtown but that is it. There is no commuting option that doesn't involve driving or hours on transit to other locations.	East Corridor
Great list of major projects, but how do you get to those regional transit pick-up locations? Cars will still be needed to get to those locations, and huge parking facilities are required. Is there an alternative?	East Corridor
Construct bus rapid transit on SR 522 and conduct a Light Rail study for 522.	East Corridor
A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.	East Corridor
Improved Eastside service.	East Corridor
Farther east from Overlake transit center. Light rail all the way to Redmond.	East Corridor
Redmond to Seattle light rail direct	East Corridor
Sound Transit operating to/from Kirkland to/from Downtown Seattle, SEATAC, etc. Public transportation options are severely limited in the area and noticeably absent from all expansion plans.	East Corridor
There are areas on the Eastside that don't have good transit access without first driving to reach them.	East Corridor
Light rail from seattle to bellevue/redmond	East Corridor
Light Rail along SR 522 to Bothell Park N Ride	East Corridor
Construct bus Rapid Transit lanes along NE 145th Street between SR 522 & future Shoreline light rail station; also along SR 522, and a study for light rail along SR 522; build structured parking garages along SR 522.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>BRT from Lynnwood to Renton should be light rail. The I-405 build out should be "light rail friendly" so that if the BRT is successful the light rail can be implemented. The best place for light rail is the freeway!!!! That is where the single occupancy vehicle drivers will see the rail riders zipping by. That is where the park-n-rides and access roads are developed. It only makes sense to offer people the choice of getting on the freeway or parking and taking rapid transit. If you must do that as bus, first, fine. But don't lock yourself out of the freeway by not taking advantage of this time of road improvement. Washingtonians deserve transit authorities that work together, not as separate fiefdoms. (DOT, Sound Transit, you're who I'm talking about.)</p>	<p>East Corridor</p>
<p>Cities of Snoqualmie and North Bend should be included. Also, it's ridiculous that the current projects are deferred 8 years until 2023! Funds should be used to expedite these current projects rather than add new ones that will come online maybe sometime late next decade. I'm frustrated with the lack of progress I'm seeing connecting the Eastside. The 520 bridge should have been built to support light rail from the get go. I'm highly supportive of transportation investments but I'm not convinced that ST can pull this off in a reasonable timeframe. For that reason, I'd likely vote and campaign for a 'no vote' on ST3 until I see some actual progress on ST2 ahead of schedule. Progress on your original commitments is needed now and fast.</p>	<p>East Corridor</p>
<p>North gate to Bothell along 522</p>	<p>East Corridor</p>
<p>BRT on SR522 from Lake City Way to Bothell & Woodinville and continued service eastward to Monroe; expansion of spaces at existing P&R lots (Canyon Park, Downtown Bothell, Brickyard Rd, Kenmore) and a new lot at Lake Forest Park</p>	<p>East Corridor</p>
<p>Anything expanding the North end (Shoreline and further north) connections to downtown Seattle via lightrail/link.</p>	<p>East Corridor</p>
<p>Burien-Renton line. Link to Ash Way P&R and BRT from there to Everett. Link to Federal Way and BRT from there to Tacoma. BRT along Coal Creek Parkway. ST Express capital improvements, like HOV direct access ramps in Issaquah, Seattle, and Bothell. Crosstown line along Denny Way</p>	<p>East Corridor</p>
<p>Bothell to Seattle via lake city light rail</p>	<p>East Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

1. Study Denny corridor (Metro 8) subway--this could also serve First Hill and the CD. 2. West Seattle BRT using the second downtown transit tunnel, with tunnel branches north to 99 and Ballard (the West Side Transit Tunnel).	East Corridor
There needs to be an efficient light rail option from at least Redmond to downtown Seattle. There also needs to be bus service in the Woodinville/Carnation/Duval area which isn't limited to serving the standard 9-5 commuter with no service in the middle of the day. It is impossible to use public transportation on a regular basis in this area.	East Corridor
Aurora Ave N/Hwy 99 Alignment through SLU, Fremont, Phinney, Greenwood on north. Great TOD potential.	East Corridor
-Light rail linking downtown Seattle to east side (Bellevue etc) -start Ballard light rail project up in Greenwood, continue through Ballard, then into downtown.	East Corridor
Light rail from Downtown Seattle to Issaquah	East Corridor
No more transit. Give the money back for roads instead.	East Corridor
Congestion on SR522 need to be addressed	East Corridor
Add more lanes to 405, HOV and otherwise	East Corridor
Stop building(wasting money on) choo-choo trains	East Corridor
More transit to Issaquah and Issaquah Highlands. Your project list is too heavy on North and South and not enough emphasis on the growing East Side.	East Corridor
Insufficiently addressing I-405 congestion Kirkland to Southcenter & airport; difficult or impossible to travel between Bellevue & Tacoma area (even at off-commute hours, but especially rush hour).	East Corridor
North Project: Light rail or better access through Kenmore/522 (NE 145 to Bothell).	East Corridor
There's a gap in projects for commuters from north end of Lake Washington south along the west side. Traffic through Kenmore and along Lake City has gotten crazy since tolling started on 520 w/ Lake City a choke point. It shouldn't take over an hour to go 12 miles, and yet I can bike home faster than driving or taking the bus.	East Corridor
We really need more on the Eastside especially between Renton, Bellevue, and Kirkland. We also need multiple stops in North Seattle such as Greenlake and Shoreline.	East Corridor
light rail paralleling the I-405 corridor with a station in Bellevue or near I-90 for transfer to light rail going to downtown Seattle	East Corridor
Eastside light rail from Lynnwood to Renton, with stops in Bothell, Kirkland, Bellevue	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Studies should be considered to address congestion along SR 522 and Lake City Way, preferably the impact mass transit options, such as Light Rail, may have on those routes.	East Corridor
better Issaquah to Kirkland light rail line that hits population centers and important destinations and transfer points	East Corridor
Development of more four- and six-lane arterials as alternatives to freeway lanes for trips of less than ten miles, especially on the Eastside	East Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station	East Corridor
Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522	
Build structured parking garages along SR 522 corridor	
Bellevue to Seattle light rail via 520.	East Corridor
522 light rail, more parking at Kenmore P&R, better connection from 522 to 145th street light rail. I can't believe the 522 route is not mentioned except for better access to I-5. There has been a huge impact on 522 due to tolling on the bridge and there will be more when tolling is started on 405. What is Sound Transit thinking of?? Talk to people who use 522 (Lake Forest Park, Kenmore, Brier, Bothell, Woodinville, UW Bothell, Monroe, etc, etc.	East Corridor
light rail around lake washington	East Corridor
SR-520 light rail crossing to Kirkland, Redmond, and Woodinville	East Corridor
Downtown Bellevue to Downtown Redmond; Downtown Issaquah connection to Downtown Bellevue and Downtown Seattle	East Corridor
Please consider a light rail line to follow 522 out to Bothell.	East Corridor
Bothell, Woodinville and Mill Creek!!!!	East Corridor
Some sort of automated, elevated light rail system that follows the 405-i5-i90, i90-405-520-i5, and 520-i5-522-405 loops. Think the Sky train system in Vancouver BC.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>PARKING GARAGES for all Light Rail and Sounders facilities. Many people will drive to a fixed rail station, but will not want to take a bus and then have to change to fixed rail. Simplify the commutes.</p> <p>Light Rail on 522 bridge, providing Tech-to-Tech linkage via UW (i.e. Amazon/Seattle CBD/South Lake Union to Microsoft campus via the Bellevue Spring District).</p> <p>Much better transit access to Boeing Renton (I voted for access to Boeing Everett as #2 priority.) and to the Kent/Renton/Tukwila Green River Valley industrial and warehouse complex. Maybe there could be a better, more frequent, small-bus/van distribution/collection system from major employers to fixed rail and BRT facilities.</p> <p>Serious look at transit connections from "Affordable Housing Areas" (ie. South King Co, Marysville/Arlington, Tacoma/Puyallup) to major employment areas. Most service and industrial/warehouse workers have to make the difficult choice between nice affordable housing or hideous commutes.</p>	<p>East Corridor</p>
<p>1. High Capacity Transit from Bothell to Seattle (North End of Lake Washington--Bothell/Lake City Way)</p> <p>2. Sand Point light rail/bike/ped crossing</p>	<p>East Corridor</p>
<p>gp highway lanes for the 99%</p>	<p>East Corridor</p>
<p>SR522 to/from Downtown Seattle</p>	<p>East Corridor</p>
<p>Bellevue to Bothell/Woodinville</p>	<p>East Corridor</p>
<p>Light rail between Bellevue and Seattle</p>	<p>East Corridor</p>
<p>Bothell to seattle</p> <p>bothell to bellevue n redmond.</p>	<p>East Corridor</p>
<p>Need to have express buses from Bothell/Woodinville (north part of Eastside) to Downtown Seattle and later buses (in general) from Downtown Seattle to North Eastside (Totem Lake, Woodinville, Juanita, Bothell)</p>	<p>East Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>Maybe it is outside of Sound Transit's operating area, but it would be really nice if the Sounder train went to Olympia for all of the state and otherwise government-related workers.</p> <p>Transit options along the I-405 corridor are abysmal, and connections take far too long to be useful. Renton feels like the land that transit forgot. Living here and working in Tacoma, taking the Sounder train is by far the best option (even if it costs the same or slightly more than driving), but the last train leaves downtown Tacoma at 4:55 pm. I can only take the train a day or two per week because it isn't physically possible to get to the last train from downtown without leaving work at 4:30. If there were a 5:30 train northbound, I would ride it every single day. Light rail and Sounder trains are the easiest ways to move a lot of people without crowding the roads, but people can't use it if it doesn't run when they need it to.</p>	East Corridor
Basic transit for those of us who don't live directly on the 405 corridor or in Seattle.	East Corridor
Renton to Bellevue	East Corridor
Light-rail alternatives. Support for high-speed rail from Bellingham to Portland.	East Corridor
Sr 522!!!! Bothell to downtown Seattle	East Corridor
Additional route downtown Seattle and eastside serving off of sr 522	East Corridor
Waterfront streetcar.	East Corridor
<p>i) Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station</p> <p>ii) Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522</p> <p>iii) Build structured parking garages along SR 522 corridor</p>	East Corridor
<p>Light rail for Burien-Renton corridor.</p> <p>BRT for SR-7 (Tacoma-Elk Plain) and SR-161 (Federal Way-Graham) corridors.</p> <p>Expand ST services into Kitsap and Thurston counties.</p>	East Corridor
North Lake Washington area. 522 corridor. This is a HUGE commuter area with increasing volume and demand. Bothell, Kenmore, Lake Forest Park into and out of downtown and north Seattle areas!!!	East Corridor
<p>I-405 corridor improvement</p> <p>East-side north-south transit expansion</p>	East Corridor
Bloody lake washington! I90 is better than nothing, but adds significant distance/time when going to points north. The 520 bridge is being sized to carry light rail, and that should stay in consideration.	East Corridor
Woodinville/bothell/kenmore/lake city to downtown is very important to me!!!	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Additional light rail down 520 to the OTC. Need a stop at Seattle Center to serve Lower Queen Anne & Amazon. Many of Amazon's workers do live in-city, but many sit for hours commuting in from the Eastside. A light rail line down 520 to the U-District would seem to make sense to all the Eastsiders that don't want to go around the lake on 90.	East Corridor
The city of Bothell is growing. There's been tons of new construction, which means hundreds of new residents. There's been explosive growth at the public schools and they've been barely able to accommodate the numbers. There are very limited public transportation options from Canyon Park area (specifically along 228th, east of I-405) and there is no straight route to go to Redmond or Seattle from here. Parking at the Canyon Park P&R is very limited as well and often there's no parking available after 7:30 am.	East Corridor
Renton means of transporting people from Renton to Bellevue along routes in addition to I-405	East Corridor
Canyon Park & Ride in Bothell to Boeing Plant in Everett.	East Corridor
Seattle to Lynnwood	East Corridor
Light rail to Bothell both from Seattle and Bellevue	East Corridor
High Capacity Transit on the SR 522 North Lake Corridor - BRT for now and light rail for the SR 522 Corridor from I-405 to to the I-5 light rail spine.	East Corridor
Bus rapid transit on 145th Street and on Bothell Way, with light rail as the ultimate goal along the Bothell Way corridor	East Corridor
Better options from the eastside to seattle. Not everyone lives next to I90. It would be nice to take light rail from microsoft to downtown seattle along 520	East Corridor
Bellevue to Seattle transit options/expansion	East Corridor
What about Kenmore, Bothell, Woodinville, Monroe and Duvall?	East Corridor
Additional north / south bus service on the east side of lake Washington. There are few if any direct options to get from Lynwood to Bothell, Kirkland or Bellevue and vice versa without connecting in downtown Seattle. Same thing for Renton to Bellevue or Bothell. Why isn't there a central bus terminal in Bellevue to service the east side?	East Corridor
Renton to Bellevue to Redmond transit development	East Corridor
Need more light rail in Renton Newcastle areas we are paying with poor service need to utilize rail line already along 405	East Corridor
light rail on SR 520; light rail from Renton to Bellevue; light rail from I-5 to Bothell via Lake City Way	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

I would like to see light rail going up and down I405 to the airport. I would like to see expanded hours. At the very least express bus service to the airport from Kirkland south. Currently I can not get to work at the airport in a timely manner for a 6 am flight.	East Corridor
More options for 405 commuters	East Corridor
Passenger rail along Eastside Rail Corridor north of Totem Lake to Woodinville	East Corridor
Eastside projects are under represented. No mention of Sammamish plateau area which should be a discussion. It is not mentioned. Also, existing park and ride lots are too small	East Corridor
520 crossing shouldn't be just a study, it should be a candidate project	East Corridor
Light rail extension to South Center	East Corridor
Along the 522 corridor north lake washington	East Corridor
Almost no East King projects are proposed. BRT is critical here while light rail (except for East Link and the extension to Redmond) are of dubious value. Kirkland needs to have good transit to the rest of the east side, and HOV ramps along all 405 exits should be completed.	East Corridor
1. There is no quick way to get to Seattle from the I-5/I-405 location. If I were to take a bus to Fremont it would take me 90+ minutes. If I drive bankers hours it takes me 45 - 60 min. 2. I-405 is fucked with the new HOV lane requirements. There is no decent transportation to get from I-5/I-405 location to Redmond or Bellevue. Everything is Seattle centric when the Eastside is in dire need of better transit options. It's apparent that transportation officials have no clue. 3. The express lanes on I-5 need to be reevaluated. 11am to 11pm is not reasonable any longer. Often times the traffic that needs the express lane more is going in the opposite direction of the express lanes. This is apparent on evening commutes and weekends.	East Corridor
<ul style="list-style-type: none"> •Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station •Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 •Build structured parking garages along SR 522 corridor 	East Corridor
More projects to serve southeast King County. Why isn't light rail being considered?	East Corridor
More and faster transit options on Eastside especially around Microsoft neighborhoods	East Corridor
light rail from eastside to downtown seattle	East Corridor
Link Rail to Ballard through Queen Anne, Eastside Corridor to/through Kirkland	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Light rail along 522/north of Lake Washington from Bothell/Woodinville to Seattle downtown Light rail along 405 from Bothell/Woodinville to Bellevue downtown	East Corridor
More focus should be placed on commuting issues in north seattle/bothell.	East Corridor
More Bus Expansion	East Corridor
increase use of busses	East Corridor
Utilizing the Burke-Gillman/BNSF Eastside Rail Corridor to provide an around-the-lake service on existing rail-bed and infrastructure. Using a subsidized Google or Apple self-driving automobiles to provide inexpensive doorstep to doorstep service similar to Uber. See http://www.businessinsider.com/report-google-has-on-demand-car-service-plans-to-compete-with-uber-2015-2 or http://newscenter.lbl.gov/2015/07/06/autonomous-taxis-would-deliver-significant-environmental-and-economic-benefits/ Replacing or canceling the Seattle to Edmonds Sounder service because of extremely unsafe route. Replace with a BRT or light rail up the old Interurban route.	East Corridor
No expansion at all, terminating the heavy rail train from Everett to seattle	East Corridor
Anything involving Kirkland please!!	East Corridor
A link to finish the Rapid Ride or Light rail loop from Bellevue to Renton. The entire SE Lake Washington area and a good percentage of the population is being ignored and not linked into the system. Frankly some of the statements for reasons for expanding are offensive - Oh the system is complete when Redmond Bellevue and Tacoma are linked in. The rest of you can suck rocks.	East Corridor
Connecting Eastside communities with Seattle.	East Corridor
LightRail from Tuckwila/Renton/SeaTac to N. I-405/I-5 interchange via Bellevue; LightRail options for Bothell/Woodinville	East Corridor
1) Connecting Totem Lake to Bothell & Lynwood. The entire I-5 between Kirkland and Everett needs rail. 2) The entire Eastside needs investment. It is time to rethink our idea of where we live and what we need. 3) We need traffic impact to be part of the environmental impact study for new development. If Los Angeles can manage that much, so can we.	East Corridor
Much more park and ride capacity and BRT connections	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

The northern Lake Washington crossing gets lumped in with two other not-quite-related projects. A light rail link across the new 520 bridge is hugely important and much more useful to those living or commuting to/from Seattle and the northern eastside than the I-90 crossing.	East Corridor
Enforcing keep-right-except-to-pass laws that cause most of traffic jams here.	East Corridor
Light rail from eastside to Seattle via SR 520	East Corridor
Renton to Bellevue to Kirkland along the old train rail right of way. This would maybe help 405 traffic. That property is already there and in place and available. It really is a no brainer. Please bring some light rail to Renton. Bellevue and the Seattle north end seem to get alot of focus.	East Corridor
Road improvement with added capacity	East Corridor
How about building some more road way. Your projects work for weekly commuters to work an large events in Seattle, but where is the capacity for all the trips for that don't meet that criteria. Most people outside of core metro areas are not running errands on any kind of transit.	East Corridor
inter-city rail along the freeways, all regions, scrap the in-city rail routes	East Corridor
I am not seeing anything that addresses the parking issue. Years ago, while attending UW, it was really difficult to use transit due to the limit of parking spots at the park and ride lots. This has not gotten any better and has actually gotten worse. Also, the transit system just does not work for a lot of people. It is either unreasonable to get to a bus route that works for you, parking is unavailable, or the times don't work for the schedule being worked (ie no option for Everett Boeing going south after 5 or 6 pm). Just taxing us more and more for something that doesn't work for a lot of people just does not seem to be the way to go.	East Corridor
light rail down the 405 corridor from Bellevue to Tukwila is not being discussed.	East Corridor
No projects	East Corridor
1. Scaling up the Park and Rides to meet the numbers in redmond. 2. possible shuttle services to and from park and ride based on location of riders.	East Corridor
Subway	East Corridor
520 and I-90 bridge + Link Light rail? or is that already moving forward for ST phase 2?	East Corridor
Increased service in east bellevue, esp. Light rail. We have 1200 new housing units going in along 156th alone.	East Corridor
Expand East and North. Woodville/Duvall.	East Corridor
Link light rail from South Bellevue P&R to Issaquah TC extension	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.</p>	<p>East Corridor</p>
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network. A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p>	<p>East Corridor</p>
<p>Stop gouging and taking the money from people who work and earn it. Government produces nothing without taxing people. You can't afford what you want and you have nothing until you take it through taxing people.</p>	<p>East Corridor</p>
<p>Expand bus routes, bus efficiency and front-end online/mobile interfaces for surface street metro service(s). Compare this thought to expanding light rail all over the region -- light rail is too costly, too disruptive and too unwieldy for our local geography. It will not satisfactorily reduce congestion on the main thoroughfares. Light rail in Seattle remains a boondoggle.</p>	<p>East Corridor</p>
<p>Light rail over 520 to U District. More baggage storage on Light rail to airport. More parking to access existing light rail.</p>	<p>East Corridor</p>
<p>More Express Bus Service from the Eastside to the Eastside and the Southside.</p>	<p>East Corridor</p>
<p>It seems we do not need to study any more for some sort of mass/rapid transit that encompasses the 522 corridor. We need to do it! The traffic pattern since implementing the toll on the 520 bridge has become a nightmare for 522 users. We need to do it!</p>	<p>East Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Eastside to Seattle/Seattle to Eastside. I would take the bus to evening events if I could depend on the transit system. Poor transit options to main areas like stadiums, Seattle Center. More relief on 405 both directions, especially southbound. It is terrible almost any time of day. Better through traffic through downtown Seattle for people not even going into downtown Seattle. The express lanes aren't accessible enough.	East Corridor
- SR 520 BRT between Redmond and UW - SR 522 BRT connecting Bothell and a north Link Light Rail Station (exact station TBD)	East Corridor
more lanes on I-5 and I-405	East Corridor
Kenmore 522 corridor public rail transit	East Corridor
Eliminate East Link and switch to BRT	East Corridor
Expand the Freeway, let's not build stadiums DUH Also #8 sounds like we really don't have a choice!	East Corridor
How about not wasting tax dollars on any studies and letting the marketplace provide mass transit??	East Corridor
Rapid transit bus lanes along SR 522 between Lake City and Bothel/I-405. Light Rail travel from North end of Lake WA to Downtown Seattle, or from Lake City area to Downtown Seattle. Additional parking for transit along SR 522. Buses with fewer stops between Bothel and Downtown Seattle, along 522.	East Corridor
leverage existing systems better. Arterial & freeway expansion of capacity. Bus service (more flexible and reactive to consumers than fixed rail).	East Corridor
Eastside to Seattle options	East Corridor
King County needs to open up, sell, or approve more access roads from the Plateau to the WA 202 so we can utilize the mass transit systems you are proposing. Right now there are only a few very congested ways to get off the Plateau.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

widen roads - add more lanes for example - Issaquah Hobart Road is a main feeder/access road to I90 for Auburn, Maple Valley, Black Diamond. Increased population growth in the lower cost suburban areas have created a nightmare of traffic where commuters from miles away are jamming roads like Issy Hobart as they try to get into the cities for their jobs. Also - what else can you do to encourage employers to offer more work from home options or work remote to try and alleviate traffic flow at rush hour times.	East Corridor
Light rail connecting east to west across the 522 from Woodinville/Bothell to downtown Seattle or nearby.	East Corridor
bellevue-kirkland-totem lake-woodinville-redmond light rail via cross kirkland corridor to loop around and connect to/with east link light rail	East Corridor
SR 522 Light Rail, Lynnwood to Bellevue Light Rail	East Corridor
Major expansion of bus services. Bus service is flexible but can be reliable with HOT lanes. Service can expand and contract as demographics change. Light rail is a huge waste of scarce resources and transportation avenues.	East Corridor
Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522	East Corridor
Include Renton in potential projects!	East Corridor
Expansion of light rail to Issaquah	East Corridor
Stop Sound Transit. Entirely	East Corridor
I guess Renton doesn't rate.	East Corridor
increased frequency and availability of ST Express Service buses within the Renton city limits	East Corridor
all	East Corridor
The city of Renton is thriving. We have so many people and such poor transit options. Why are we being left out of your studies and options? It doesn't make sense.	East Corridor
You don't like Renton very much:(... Please consider a stop here. Very good location I would think.	East Corridor
light rail from Bellevue to Lynnwood along 405.	East Corridor
Do nothing !	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

How bus will service light station, instead of going downtown?	East Corridor
increasing FREEWAY CAPACITY FOR CARS AND BUSSES	East Corridor
UW Bothell to Redmond/Bellevue Link Light Rail.	East Corridor
More stops on 405 corridor	East Corridor
It would be nice to see more efficient interconnectivity between all the Eastside cities including: Kirkland/Juanita, Bellevue, Redmond, Sammamish, and Issaquah. I would also like to see exploration of light rail between these cities and into Seattle supplemented by bus service perhaps reducing travel time.	East Corridor
405 expansion and or 605	East Corridor
Light rail between Lynnwood and Bellevue down I-405	East Corridor
More buses	East Corridor
who knows, since you haven't outlined what is included in the plan - loaded question!	East Corridor
<ul style="list-style-type: none"> a. Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station. b. Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522. c. Build structured parking garages along SR 522 corridor 	East Corridor
Renton. BRT on I405 in 2016. BRT Maple Valley to Seattle via 169.	East Corridor
Everett to Seatac light rail would be great!	East Corridor
Light rail is a waste of good money on 19th century technology. So much more could be done with dedicated bus ways and software to link up riders with buses and mini-buses.	East Corridor
<ul style="list-style-type: none"> --Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station --Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 --Build structured parking garages along SR 522 corridor 	East Corridor
Eastside to Sea-Tac light rail	East Corridor
Light rail along SR 522 through Lake Forest Park, Kenmore, Bothell, Woodenville, and on toward Monroe.	East Corridor
Please forget about BRT on I-405. Even in the HOV lanes, busses get stuck in traffic and emit exhaust fumes.	East Corridor
Light rail or commuter rail linking Seattle and east side	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>I live in Lower Kenndale (Renton) we have a set of tracks next on Lake Washington why have you not included this asset as a possibility for use for Light Transit. Currently there is no bus service in Lower Kenndale; to use any form of transit you have to walk 1 mile or drive to either the Berry Farm (Bellevue) or drive and park in downtown Renton which is dirty and scary place. Tell me why was this not included as a Light Rail alternative. The people on the Lake have encroached on track property by scraping out out right-away access so they can park their cars, boat trailers or ornamental gardening. They use to park their boat trailers on Lake Washington Blvd until it became dangerous for bicyclist, pedestrian, and jogger to navigate much less people walking their dogs. What was the reasoning behind this decision it makes me sense to have continuous light rail around the lake taking road traffic off 405, and I-5. Not happing with current decisions, what are you giving to Renton residents and asking them to pay for something they can't use.</p>	<p>East Corridor</p>
<p>Additional lanes on I-405. Addressing I-90 & I-405 interchange backup issues.</p>	<p>East Corridor</p>
<p>Light rail from Lynnwood to the airport down 405 that stops at Canyon Park, Beardsley, 164th, Totem Lake, Kirkland Bellevue, Factoria, etc. Then do light rail from Redmond to Seattle via 522. Light rail should be done from Issaquah to Seattle down I-90.</p>	<p>East Corridor</p>
<p>Renton to Bellevue via Coal Creek</p>	<p>East Corridor</p>
<ol style="list-style-type: none"> 1. Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station 2. Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 3. Build structured parking garages along SR 522 corridor 	<p>East Corridor</p>
<p>rail line across Lake Washington to the east side</p>	<p>East Corridor</p>
<p>more service to & from Seattle from the Eastside (Woodinville, Redmond area)</p>	<p>East Corridor</p>
<p>Seattle to Kirkland, Seattle to Bellevue, Seattle to Redmond, etc. There aren't enough west to east side transit options</p>	<p>East Corridor</p>
<p>Any project that helps the 405 traffic in the Renton area.</p>	<p>East Corridor</p>
<p>Expanding transit going across Lake Washington. Kirkland to Seattle light rail.</p>	<p>East Corridor</p>
<p>Construct Bus Rapid Transit lanes along NE 145th St. (east/west) between SR 522 and future Shoreline light rail station. Construct Bus Rapid Transit on SR 522. Build parking garages along SR 522. Study Light Rail for SR 522. Traffic is increasing horrendously due to commuters to UW Bothell campus, Cascadia campus, and Baystyr University.</p>	<p>East Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Lynnwood to south center light rail along 405 corridor	East Corridor
BRT and ultimately light rail on SR522. Structured parking along Bothell Way Corridor.	East Corridor
Seems like northern most section of 405 (Lynnwood to Kirkland) projects are missing from the list even though traffic is relatively heavy through this corridor.	East Corridor
Please connect Kenmore/Bothell to Light Rail in Shoreline via Express or Rapid Ride. AND/OR Please connect Kenmore/Bothell directly to Light Rail network. Please add Rapid Ride from Kenmore/Bothell to Downtown Seattle. Please encourage transit use along SR522 by adding parking garages.	East Corridor
Would like to see potential Long-Range Plan for mass transit along 522 between Lake City and Downtown Bothell. Also, transit from 522 at Bothell, north on 405 to Lynnwood. This would allow people in these areas to get to Seattle or Redmond with more ease...less cars on the road during peak hours.	East Corridor
Bothell/Kenmore needs to be included in plans. Population is exploding there and many commuters live there. Light rail needs to all around Lake Washington which would include SeaTac, Seattle, Renton, Bellevue, Bothell, Lake Forest Park, Lake City, U District. Build it. People would prefer to ride and not sit in traffic. Build it. It would change everything.	East Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station -Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 -Build structured parking garages along SR 522 corridor	East Corridor
Bellevue to Redmond Bellevue to Seattle Bellevue to Issaquah Issaquah to North Bend	East Corridor
More lanes on the freeway.	East Corridor
Improve access to South Lake Union	East Corridor
Seattle to the Bothell area. There are no options being studied. The priorities seem to be to places already well served. The bus routes (Metro 312 and CT 522) are in the top 10 most used but are not getting any assistance.	East Corridor
Issaquah Highlands to Bellevue weekend commute	East Corridor
Woodinville/Bothell to Bellevue/Seattle	East Corridor
Conduct a light rail study for SR 522	East Corridor
Eastside link to Seattle. Bellevue to Seattle (p.m) options.	East Corridor
Eastside to downtown light rail	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Everything is geared to light rail which is too expensive and does not provide flexible routes like rapid transit buses do.	East Corridor
Using Bus Rapid Transit instead of Light Rail for expansion as the cost is so much more affordable and more options would be able to be used.	East Corridor
Do nothing. Sound Transit is flim-flamming the public by claiming that by spending billions of dollars things will get better. They won't. Under ST plans things will get much worse. Question: How is it possible that things will get worse if we add transit capacity? Answer: TOD - transit oriented development. The transit expenditures are used as an excuse to promote dense development, which is unbelievable profitable for the development interests that are running the flim-flam along with their overpaid "expert" hirelings. The result is a totally degraded region. Exactly what is the model city we are trying to become? Los Angeles, Chicago, New York, Houston? That question isn't raised until it's too late and a community, like the U-District getting transit capacity is also getting something they didn't bargain for -- rezoning to allow 30-story buildings.	East Corridor
-Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station -Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 -Build structured parking garages along SR 522 corridor	East Corridor
1. Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station 2. Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 3. Build structured parking garages along SR 522 corridor	East Corridor
transportation to north and eastside lake	East Corridor
Tolling I-90, Removing the HOV lanes from Seattle-Bellevue via I-90	East Corridor
connection across the lake	East Corridor
BRT on the entire route of hwy 522 around the north end of Lake WA. Better access to bus lines from downtown Bothell - either re-locate the Bothell P and R to a larger site or build a parking garage at the present site. Include restroom facilities at this improved P and R. Direct and more frequent buses that serve Bothell. More inter-regional bus service: Bothell to Lynnwood, Mill Creek, Everett, Kirkland, Bellevue, Woodinville, Snohomish. Why no busses on Hwy 527? That's a direct route to Everett.	East Corridor
SR 522 Bus Rapid Transit -- from 145th through Bothell	East Corridor
Too much light rail, doesn't appear to be cost/benefit positive	East Corridor
Sounder-like expansion of light rail to Issaquah/Bellevue/Snoqualmie	East Corridor
HCT on SR522	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

I have not found the plan that addresses a train to/from Mercer Island to Seattle downtown. I believe the "reversible express lanes" might be nicely suited for such a plan.	East Corridor
405 from Bellevue to Seatac is horrible. 2 GP lanes thru this high density area but no mention of rail?	East Corridor
easing congestion eastside (example Kirkland) to Seattle	East Corridor
EastSideRailCorridor	East Corridor
Kirkland?? Really nothing. I suppose we all drive to Bellevue. There's a lovely rail corridor you can use to pick up 520... of wait you didn't bother to put light rail on the new bridge plans...	East Corridor
Service from Kirkland direct to SEA airport.	East Corridor
Light rail, high-speed, and express options between Issaquah and downtown Seattle during and outside the commuter hours	East Corridor
I'm not seeing a reasonable crossing between the eastside and Seattle. I thought one of the reasons for our massively overpriced 520 was to support light rail. Your light rail strategy is elementary at best! Completely flawed at worst. But either way will be outdated by the time it approaches completion (as most of the really congested areas aren't even being considered right now). Sad.	East Corridor
Maybe I'm misidentifying some of the Seattle projects listed but I feel there needs to be light rail straight down the middle of both I5 and I405. Makes no sense that our two busiest freeways don't have this available	East Corridor
There are two large projects in Kirkland that could be funded by the developers - Park Place Mall and Totem Lake Mall. You need to contact them and get it on the grid in the next two years.	East Corridor
Light rail from eastside (Kirkland, Bellevue) to SeaTac Airport.	East Corridor
Modifying HOV/HOT lane policies. Essentially, eliminating HOT lanes completely (and stop building more), and opening HOV lanes during weekday non-rush hour and all weekend hours.	East Corridor
light rail over 520 bridge	East Corridor
If the list of options in this survey is any indication of what the 39 projects are, you are looking in the WRONG areas. Cross-lake traffic is absolutely the worst! SR 520 is a parking lot EVERY DAY and the new HOV lanes are causing much of the problem. If you are going to ignore the commuters crossing the lake, then get rid of the sparsely used HOV lanes (1-2 cars at a time and very spread out). A waste of money and a waste of resources.	East Corridor
link rail from Lynnwood to Renton	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

BRT around the EastSide, Bellevue to Redmond/Kirkland/Issaquah/Renton Expansion of feeder service from P&R to city transit centers (hub and spoke model). Kirkland downtown	East Corridor
1. Bellevue to Seattle light rail. 2. Bellevue / Microsoft to Northgate light rail / express bus 3. Getting around Eastside without always going through Bellevue / Kirkland transit centers.	East Corridor
Northern freeway route around top of Lake Washington from Eastside into Seattle	East Corridor
Converting the cross Kirkland new bike path to multi use including heavy/light rail.	East Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor	East Corridor
1. Light Rail on 405 from Kirkland to 520. 2. light rail from Kirkland to downtown Seattle 3. HOV lane from 520 to 405N? Bus and carpool/vanpool access to HOV is non-existent when changing freeways.	East Corridor
Light stop in Kenmore More transit options for East side PLEASE!	East Corridor
BRT on the Eastside: Kirkland - Bellevue Kirkland - UW Issaquah - Mercer Island Issaquah - Bellevue Redmond - UW	East Corridor
-Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station -Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 -Build structured parking garages along SR 522 corridor	East Corridor
Bellevue to u-district I-90 rail into Bellevue	East Corridor
Redmond to Issaquah light rail	East Corridor
Do away with any light rail.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

-Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station -Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 -Build structured parking garages along SR 522 corridor	East Corridor
I405 light rail Everett to Bothell to Bellevue	East Corridor
I want a project going through Medina and Hunts point using eminent domain with no landowner recourse allowed. and I do not support any light rail or transit to Microsoft campus or Microsoft transit station I want bus service from Bellevue to Harbor island	East Corridor
Need a way to get from Bothell to Seattle easily	East Corridor
*Construct Bus Rapid Transit lanes along NE 145th ST, between SR 522 and the future Shoreline Light Rail Station *Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 *Build structured parking garages or examine additional parking expansion along SR 522 corridor	East Corridor
Bastyr University, (on Juanita Drive, in Kenmore), and UW Bothell / Cascadia college campuses (in Bothell), have high volumes of people but lack convenient mass transit options to downtown and Bellevue. Light Rail or Express services to these two college campuses is necessary! These universities are expanding. People living near these two campuses would also use these forms of mass transit if available.	East Corridor
Light rail across 520 (UW to Redmond). HOV on ramp from 520 Eastbound to 405 northbound (huge choke point for buses)	East Corridor
High capacity (i.e., light rail) service to Kirkland via the abandoned BNSF rail corridor.	East Corridor
Better bus service from Kirkland to connect to rail.	East Corridor
522 through Lake City, Kenmore and Bothell needs serious attention. Ever since the toll on 520 was initiated traffic is terrible. Once the toll on 405 starts it will get worse. In addition the bridge on Juanita is scheduled to be rebuilt.	East Corridor
Everett to Tacoma inclusive light rail both east and west of lake.	East Corridor
-Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station -Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 -Build structured parking garages along SR 522 corridor	East Corridor
Lake Washington Ring Connect Bothell to other lines	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

Lightrail crossing i90 from Eastside to Seattle Lightrail crossing 520 from Eastside to Seattle	East Corridor
Kenmore/Bothell, link around North end of Lake Washington connecting East and West sides	East Corridor
522 BRT 523 BRY 522 Structured Parking	East Corridor
Renton to Bellevue	East Corridor
I live in Renton, Renton pays 22 million a year to support Sound Transit, your not doing enough for us. We have two buses the 560 and 566, not fair we provide part of the money to pay but not included in reducing down the traffic on 405 and Lake Washington Blvd. Why is the light rail not on the table as an option, we have an existing set of tracks running along Lake Washington Blvd that provides a natural ridership with the Seahawks Training Camp, The Landing, future 2 hotel across the street from Colon Park, future SouthPark Industrial Park, future Port Quendall, future large vet clinic. How are planning on transporting the flow of traffic through Newcastle to Fort Dent. Bottom line I'm not happy with the slanted survey with no options for Renton.	East Corridor
Better access to rail from Renton and Renton highlands	East Corridor
Kirkland connection to Seattle and Bellevue, extending to Redmond	East Corridor
Light rail over the 520 bridge into Seattle	East Corridor
Conduct study for light rail for SR 522 to connect light rail from I-5/Jackson Park (Shoreline) to DT Bellevue by using SR 522 around the north end of Lk WA and down I-405. This is much more critical than extending light rail further south or north or to Ballard or West Seattle. There should also be light rail from DT Bellevue to SeaTac to complete the entire loop around Lk WA. Also, rapid transit lanes should be constructed along NE 145th St between SR 522 and the future I-5/Jackson Park (Shoreline) light rail station. And, take a look at more parkNride spots and even parking garages along SR 522. Thank you.	East Corridor
Since moving to Kirkland in 1999 I was horrified not to see a BART light rail along I-405 from Bothell > Woodinville > Kirkland > Bellevue > I-90 to Sammamish. Adding light rail on the Eastside through residential areas is a big mistake particularly through upscale areas in Kirkland. I've lived in 3 places where light rail was introduced and where it ran into residential areas it turned those districts in ghettos. Light rail along the I-405 corridor is absolutely essential. 2 lanes as tolls is ridiculous. Move the drivers onto BART on the I-405. In 5 years I have seen traffic double. Irresponsible planners. Now chaos.	East Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 East Corridor

<p>1. Light rail across 520. 2. Light rail from Bellevue to Renton (or even Totem Lake to Renton). 3. Adding solar panels to all structures. 4. FOR GOD'S SAKE, NO MORE TUNNELS. Otherwise, I would have been more in favor of all the "elevated" instead of "street-level" options--but the "elevated with tunnel options" negated my vote entirely.</p>	East Corridor
<p>-Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station -Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 -Build structured parking garages along SR 522 corridor</p>	East Corridor
Light Rail from Renton to SeaTac Airport	East Corridor
Redmond to downtown Seattle	East Corridor
Light rail connecting UW Bothell and UW Seattle	East Corridor
Light rail on 522 corridor connecting to Northgate and/or Roosevelt/65th light rail stations	East Corridor
More bus. No light rail.	East Corridor
Light rail expansion to Renton, more express bus service between Renton highlands and downtown Seattle	East Corridor
Currently, Sound Transit has no plans to construct any transportation improvements along SR 522. As Kenmore residents, we are concerned that without additional improvements to coincide with the new light rail transit station planned at NE 145th St and Interstate 5 in Shoreline, traffic will increase on HWY 522 and on NE 145th St, decreasing speed and reliability for those that rely on Interstate 5/Lake City Way for their commute. Travel time for this commute has already been increased in recent years due to the addition of tolling on SR 520. Additional transportation options along SR 522 are needed.	East Corridor
Fast Light Rail across 520 and 522 from the Eastside (to include Kirkland, not just Bellevue/Issaquah/Redmond!) to Seattle and back. And better access from the very congested 100th street and 132nd streets of the Juanita/Finn Hill area of Kirkland to 405 to Bellevue to Issaquah to North Bend or to Seattle. Many have to drive to park and rides or work instead of taking a bus. What's the point if you still have to drive?	East Corridor

Sound Transit 3 - Draft Priority Projects
Responses to Open-Ended Online Survey Question: "Are any projects missing?"
East Corridor

<p>Currently, Sound Transit has no plans to construct any transportation improvements along SR 522. As Kenmore residents, we are concerned that without additional improvements to coincide with the new light rail transit station planned at NE 145th St and Interstate 5 in Shoreline, traffic will increase on HWY 522 and on NE 145th St, decreasing speed and reliability for those that rely on Interstate 5/Lake City Way for their commute. Travel time for this commute has already been increased in recent years due to the addition of tolling on SR 520. Additional transportation options along SR 522 are needed.</p>	<p>East Corridor</p>
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Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Identify missing projects	Corridor origin
Hwy 99 improvements	Central Corridor
Rather, the already-selected projects are too focused on the spine and serving suburban transit service. Studies need to include a more rigorous benefit-cost analysis that prioritizes goals around GMA, carbon reduction, station access (by biking, transit, and walking) and TOD.	Central Corridor
Identify how to move away from bus/hov solutions to rail transit. Busses frequently clog the roads up and slow down traffic.	Central Corridor
Westside Transit Tunnel (http://seattletransitblog.com/2015/02/18/westside-seattle-transit-tunnel/). This could be used for dramatic bus speed improvements for many routes that go downtown. Rail from Ballard, Aurora, and West Seattle could be added when funding becomes available.	Central Corridor
North Seattle to downtown	Central Corridor
Central District Light Rail! Including stations at 23rd/Madison, Jackson, Cherry and connections to Mt. Baker Station and the Capitol Hill Station with lots of transit oriented development to support this!	Central Corridor
Bus reduction. Light rail increase.	Central Corridor
Ease of use in connections between Northgate (north seattle) to Eastgate (south east bellevue) and Overlake.	Central Corridor
Greenwood	Central Corridor
Ballard to Downtown, fully tunneled.	Central Corridor
<ul style="list-style-type: none"> -A rail line from SLU to Cap Hill/CD that somewhat follows the metro route "8" -A bypass rail line from DT to the airport via Georgetown that speeds up service to DT Seattle for South King and Pierce -A Issaquah to Kirkland line that connects in South Bellevue for better transfers and direct connections 	Central Corridor
Westside Transit Tunnel (three-pronged downtown route for BRT and decongesting the existing bus network)	Central Corridor
New Seattle transit tunnel.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>Please build light rail as close as possible along the current layout of the I-5, I-405, I-90, and SR 520 corridors. This would make the most sense and potentially capitalize on existing infrastructure. Rapid bus service is a tremendous idea and should be included, however, I encourage ST to strongly considering pursuing underground bus tunnels, similar to what has been discussed in regard to West Seattle rapid ride bu service connection to downtown. Further, with several arteries of transit neat by each other and following the same layout, transportation options are more centralized and it would be easier to access a variety of options (bike, bus, light rail, rapid bus, etc).</p> <p>Bus tunnels on the 405 corridor is very necessary, and I support the proposal, but the tunnels should be in addition to light rail which should be connecting the entire region as the current network of highways in the area do. Busses are much more efficient when they have their own tunnels and can avoid traffic.</p> <p>Please, at a minimum, extend light rail throughout the region including areas like SR 522 in the north, and SR 167 down soth.</p> <p>thank you.</p>	<p>Central Corridor</p>
<p>A grade-separated light rail route from the Belltown/Downtown to SLU to Capitol Hill to the Central District to Mount Baker Station.</p>	<p>Central Corridor</p>
<p>Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor (Metro 8 route)</p> <p>Bypass EXPRESS line to SeaTac Airport via Georgetown</p> <p>An Issaquah to Kirkland line that connects in South Bellevue</p>	<p>Central Corridor</p>
<p>Sounder service beyond the current service hours.</p>	<p>Central Corridor</p>
<p>-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service.</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>East-West corridors throughout Seattle. They all suck. Point to point bus routes (eg, QA to Capitol Hill). Not everyone is going downtown. Parking. Don't pretend cars are going away. Traffic light synchronization in downtown. Ped-only stoplight cycle, then let cars turn freely.</p>	Central Corridor
<p>(1) Metro route 8 Subway from Belltown to SLU/Denny to Capitol Hill to CD/23rd corridor. (2) A bypass line to the airport via Georgetown/South Park (social justice/equity) to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	Central Corridor
<p>East/west transportation in central seattle is still too limited and increasingly subject to congestion. Need to evaluate HCT corridor connecting SLU, Capitol Hill station, Central District, and downtown.</p>	Central Corridor
<p>Light rail to Burien, either through west Seattle, or connect to the system at Tukwila and continue to Renton and Bellevue.</p>	Central Corridor
<p>-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service.</p>	Central Corridor
<p>Study a station in sandpoint area (children's hospital, wedgewood, etc) Potentially study a bridge from U district to kirkland (but not a priority)</p>	Central Corridor
<p>Rail to Ballard is critical. However, elevated station at Market would destroy the street scape. Please consider a tunnel option, which would allow for the major centers to all be accessed - Ballard at Market and 22nd, Fremont, Queen Anne, and SLU. Don't spend 3 billion and get something that is one tenth the value of spending 4 billion and doing it right.</p>	Central Corridor
<p>infill stations at upper queen anne, and in upper Montlake (ie, between husky stadium and Broadway)</p>	Central Corridor
<p>Ballard line continued to 85th (up 15th) Ave</p>	Central Corridor
<p>Massive increase of bike/lightail capacity in areas where driving already slower than biking (80 percent of arterials)</p>	Central Corridor
<p>A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor.</p>	Central Corridor
<p>Connecting the western neighborhoods with light rail, that being SEATAC/burien/west seattle/downtown/queenanne/ballard/interbay/magnolia</p>	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Seattle to Woodinville via Light rail via 522 corridor (connections to Maple Leaf, Lake City, Lake Forest Park, Bothell, UW Bothell) Seattle to Kirkland Continue Ballard to U-District light rail study through to Kirkland w/ connection to East Link and Redmond	Central Corridor
A new bus tunnel from the International District to Uptown to support easy access of buses to West Seattle and Ballard, with a branch underneath Aurora Ave south of Mercer (or around there) to allow access to South Lake Union. This is a far far better project than rail to West Seattle (and cheaper to boot), serving more people directly with faster transit, and removes the key chokepoint from buses going from Ballard to downtown--slogging through Uptown, Belltown, and downtown, while also allowing easy access from the Aurora Corridor. It could also be used, provided some regional funding from the relevant subareas, to allow buses from the South that have been kicked out of the DSTT continued tunnel access. In addition, there should be a study of completing the spine south of Angle Lake and north of Lynnwood with buses rather than light rail. This would be a much better use of tax dollars than light rail to Everret or Tacoma.	Central Corridor
Additional downtown Seattle transit tunnel.	Central Corridor
Express trains to the airport Subway connection to SLU and Denny Triangle for Amazon HQ access	Central Corridor
Extend Sounder to Dupont. The cost/benefit ratio is very high.	Central Corridor
Better connections of Sound Transit to Southcenter area More reverse commute and weekend Sounder southline trains	Central Corridor
A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service.	Central Corridor
Completely grade separated Seattle Subway from Ballard to downtown, allowing for automated trains. Gondola from Seattle Center through South Lake Union to Capital Hill light rail station. I want to see more Seattle-based transit and less extending trains further and further. Not only does that create sprawl, but it degrades service at the core. I understand they pay for their own systems, but it's time to bump up funding for the city center.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>These projects look exciting a map, but ignore the fact that we can't quickly get around the core of Seattle! Every time I-5 or 99 has a backup accident the city becomes gridlocked for hours. We need ways to get people from place to place inside the city as well that are based on rail systems that won't bog down when road traffic comes to a standstill. The downtown to Ballard or West Seattle options ignore the fact that people can't get between primary downtown neighborhoods like Belltown, Pioneer Square, Queen Anne or Capital Hill quickly. People live IN the city and we need options to get them around quickly and should be the focus of our spending.</p>	<p>Central Corridor</p>
<p>A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	<p>Central Corridor</p>
<p>-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	<p>Central Corridor</p>
<p>One of the studies listed above cites "Northern Lake Washington Crossing"; I'm unsure if this is pointing to 520 crossing or a possible crossing north of that (connecting UW to Kirkland). If it is referring to 520, I would like to see studies go into a possible connection from UW to Kirkland on a transit only bridge or tunnel.</p>	<p>Central Corridor</p>
<p>HCT service from the NE to Link should be studied at 130th in Seattle, NOT 145th, which misses the major population center in that part of the area. Solutions to the Denny Way problem (Metro route 8) - crosstown/SLU service. MORE STATIONS in urban areas!</p>	<p>Central Corridor</p>
<p>-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service.</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

The Westside Seattle Transit Tunnel, proposed by Seattle Subway (http://seattletransitblog.com/2015/02/18/westside-seattle-transit-tunnel/). In other words, a fully grade-separated transit tunnel that would be used for bus service until the funds are available for fully grade-separated (and ideally driverless) light rail to both Ballard and West Seattle.	Central Corridor
-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	Central Corridor
Increased Water Taxi routes and service should be studied as an additional means of serving West Seattle commuters, e.g. water taxi service from West Seattle to Belltown and Interbay.	Central Corridor
-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	Central Corridor
Buried light rail	Central Corridor
-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	Central Corridor
Everyone forgets Fremont that is developing as fast or faster than Ballard. The Fremont Bridge is a major bottleneck because it is the lowest bridge hence opens the most and stops traffic. Why is Fremont forgotten and everyone talks about Ballard	Central Corridor
increased transit frequency in downtown, central, and north Seattle	Central Corridor
Aurora Corridor for light rail	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	<p>Central Corridor</p>
<p>-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	<p>Central Corridor</p>
<p>More general use road lanes.</p>	<p>Central Corridor</p>
<p>more regional express bus service instead of the Link spine</p>	<p>Central Corridor</p>
<p>-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service.</p>	<p>Central Corridor</p>
<p>This set of projects is significantly lacking in light-rail, elevated, rapid transit. This transit region needs to think from a more three-dimensional perspective. We do not have the room to expand highways and corridors horizontally so more needs to be accomplished horizontally, either with elevated systems in existing transit corridors or tunnels. Surface light-rail sharing or taking from vehicle traffic lanes is not an efficient option. See this article for starters: http://www.humantransit.org/2009/07/streetcars-an-inconvenient-truth.html.</p> <p>For the Puget Sound Region (and particularly, Seattle) to compete as a world-class city, we need to think like a world-class city. One step towards this is to have an rapid transit option for Downtown Seattle to Seatac Airport, likewise from Tacoma to Seatac Airport. The Link Light Rail provides Mass Transit, but not Rapid Transit, as in a regular express service between the business/tourist centers and the airport with limited or no stops. Without traffic, it can take as little as 15 minutes to drive from Downtown Seattle to the Airport but it takes nearly 40 minutes by Link Light Rail. The rail option should be faster than by car.</p>	<p>Central Corridor</p>
<p>Better connecting Central District to downtown/belltown/Capitol hill/Madison valley via light rail (extend to MLK Blvd)</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	Central Corridor
A 'Metro 8' subway along Denny serving SLU and Belltown A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	Central Corridor
express light rail from downtown to the airport	Central Corridor
Light rail for SLU (maybe similar to the 8?)	Central Corridor
Central District/23rd corridor to downtown/SLU. Possibly like a grade-separated version of metro route 8. Explicit planning for Queen Anne station in Downtown to Ballard tunnel option. Access to downtown Kirkland/Kirkland transit center in Totem Lake to Issaquah project, or at least a plan for integration with a future North Lake Washington Crossing that does serve downtown Kirkland.	Central Corridor
How about you build a light rail that goes from downtown to Kenmore through Lake City? NOTHING in any of these plans service NE Seattle.	Central Corridor
Access to Upper Queen Anne on the Downtown to Ballard light rail tunnel/elevated line.	Central Corridor
I'd like the link to connect from Seattle to Tacoma since sounder service is severely lacking and every sound transit bus I take is completely packed.	Central Corridor
West Side Transit Tunnel that is bus/rail integrated in downtown Seattle	Central Corridor
Light rail from Ballard to Northgate A light rail Central Link "by pass" that connects downtown to Boeing Field and then strait to Tukwila and the airport, by passing the MLK loop BRT/HCT that operates on the Lake City Way/Bothell Way corridor continuously from downtown Seattle to Woodinville BRT that operates continuously on SR 99 from Everett to downtown Seattle, avoiding the need to transfer systems in Shoreline	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	Central Corridor
-Good transit connections using SR 522 to the Roosevelt LRT station. -Or BRT service combining Route 522 to mimic Route 312 in Seattle (glaring error the Route 522 skips some of the same Route 312 stops near 85th st and Lake City Way) -Major capital investment to fix the ULink Husky Stadium Station bus access so that transfers to LRT aren't required to walk almost 1/2 mile for a transfer. The poor connection to Husky stadium station from local bus service in NE Seattle is a disappointment. -Northgate Ped Bridge connecting North Seattle Community College	Central Corridor
Downtown Seattle to Ballard SUBway West seattle light rail New transit tunnel	Central Corridor
Infill Sounder station at Mercer or Denny.	Central Corridor
Circumferential Light rail in central seattle serving First Hill, Capitol Hill, South Lake Union, Uptown	Central Corridor
UW-Kirkland Light Rail	Central Corridor
West Seattle to airport or Renton.	Central Corridor
West Seattle/Burien to SeaTac	Central Corridor
Street car connections along Rainier to light rail in S Seattle.	Central Corridor
Downtown Seattle to Ballard via Queen Anne and Fremont	Central Corridor
-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	Central Corridor
I-405 Light rail Lynnwood to Renton. ALL THE WAY DOWN 405! It is so congested that people don't want to live on the Eastside and work in Seattle. If you clean up 405 traffic will be reduced, and people will start driving less anyway.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Extend Sounder to Olympia or at least study options. Build direct connection between Issaquah and Seattle/Bellevue along I-90 by joining with East Link at South Bellevue (instead of using Hospital Station).	Central Corridor
Route 8 subway from lower Queen Anne to SLU, Capitol Hill, and Central District.	Central Corridor
1. An east-west subway line across Seattle north of downtown. Queen Anne - South Lake Union - Capitol Hill. Possibly south to Central District, like Metro route 8. The Denny and Mercer corridors are so very congested, and transit options are limited and hard to prioritize within existing right-of-way!	Central Corridor
2. An express Link line to Sea-Tac Airport through Georgetown to speed up trips to the airport and for South Link riders.	
West Seattle Transit Tunnel	Central Corridor
-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	Central Corridor
- East/West tunnel connection between Capitol Hill, South Lake Union, and Queen Anne - Plans for East/West Denny to Mercer region post-99 tunnel completion to ease congestion along Denny and Mercer and unify South Lake Union with Lower Queen Anne/Seattle Center	Central Corridor
More service connecting buses and light rail in South Seattle (Georgetown, Rainier Beach, Columbia City, Beacon Hill, Central District, etc. should all have more buses that connect them to one another and to downtown.) Too much emphasis on projects connecting to very north Seattle and not enough emphasis on building upon transit infrastructure that exists in South Seattle.	Central Corridor
-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

1. Subterranean rail line connecting Belltown to South Lake Union, Capitol Hill, and Central District.	Central Corridor
2. Issaquah to Kirkland line that connects in South Bellevue. Downtown to Ballard via Uptown, tunnel through Queen Anne. Light Rail connecting NE Seattle and Bellevue via SR520. MORE Seattle neighborhood light rail! This project list is not ambitious enough.	Central Corridor
-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	Central Corridor
All light rail expansions	Central Corridor
Light rail to the Eastside is a huuuuuge desire, please.	Central Corridor
As soon as the Big Bertha tunnel is completed, the George Benson Memorial Waterfront Streetcar needs to be re-activated. This is the classic case of building new when a perfectly fine transportation option was working. The tourists along the waterfront loved the Waterfront Streetcar for two reasons: 1-the front windows allowed for tourists to look ahead (compared to some recent transit car purchases where no passenger are able to look ahead. 2-the fare-collecting person was allowed to make change for the tourists that only carried cash.	Central Corridor
Downtown Seattle to Ballard via Queen Anne tunnel.	Central Corridor
Subway options	Central Corridor
Transit between Capitol Hill and Eastlake. Transit between eastlake and downtown. Mercer's upgrade has not made traffic any better.	Central Corridor
Light rail access from Renton to Seattle/Bellevue	Central Corridor
-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	Central Corridor
Capitol Hill to Ballard (connecting the densest neighborhood to the new Expedia Campus, with a stop at Amazon.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

I'd really like to see a viable light rail/mass transit option for the Greenwood/Phinney ridge Neighborhood to Redmond. The bus is a minimum of 1.5 hours each way.	Central Corridor
too many duplicate projects. More complete one system, less pieces of different kinds of transit Discourage development outside of metropolitan areas instead of enabling with roads and transit.	Central Corridor
light rail extension from Tacoma to Seattle, a Wallingford/Greenlake/Fremont stop for light rail, continuation of the 586 route from Tacoma to the U District beyond 2016 (once the LINK station is up and running)	Central Corridor
-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	Central Corridor
Light-link to/from Seattle and Redmond	Central Corridor
Second transit tunnel in downtown seattle (bus tunnel for rapidride C, D and possibly E)	Central Corridor
-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	Central Corridor
faster options for rail line expansion, light rail is too small and too slow to be competitive in non-congestion situations.	Central Corridor
Replacement of the current 8 bus with a light rail option in a tunnel under Denny	Central Corridor
Link Light Rail line from downtown Seattle to Sea-Tac that bypasses the Rainier Valley (through Georgetown and South Park). Link service connection to Southcenter Mall/Tukwila Sounder station. Central Seattle subway/light rail routes following popular Metro routes.	Central Corridor
Create a usable network of rapid transit in KC first, then connect to the suburbs. As a North Seattle resident I get no benefit from any of the light rail and likely will continue to get no benefit with ST3.	Central Corridor

Sound Transit 3 - Draft Priority Projects
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 Central Corridor

<p>-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	Central Corridor
<p>Linking these systems is vital. Strive toward a study that shows the value of a ride that can go from Tacoma to Kent through South Seattle to either West Seattle or over to Ballard and then to the UW, with just a need to cross a platform, or better yet, stay on the same train. Transfers, especially ones that incorporate riding slow elevators/escalators to get to another leg of transit deters riders, especially those with cars, who will drive if the system isn't providing enough of an incentive.</p>	Central Corridor
<p>-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	Central Corridor
<p>Central Seattle transit service along 23rd ave (improvement needed) and 12th ave (non-existent)</p>	Central Corridor
<p>* An East-West line from Uptown to Capitol Hill, via Denny (#8 Metro bus line). This could service SLU, Seattle Center, and Capitol Hill.</p>	Central Corridor
<p>-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	Central Corridor
<p>Downtown Seattle to Eastside (Bellevue/Redmond) via light rail</p>	Central Corridor
<p>Olympia to Seattle</p>	Central Corridor
<p>someone said something about the Rt 8 from MLK to Seattle Center being a subway?</p>	Central Corridor
<p>light rail line on rainier ave up to capital hill and dawn to SLU</p>	Central Corridor
<p>A light rail line from the East Kent Valley to downtown seattle</p>	
<p>a 405 line that starts in the Kent East Valley and goes up to Everett via 405</p>	

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

More transit access in low income and minority driven districts.	Central Corridor
Downtown Seattle light rail should continue to NW 85 & 15th Ave NW. Redevelopment potential is very high in this area. Good neighborhood population existing who are likely light rail riders.	Central Corridor
Link to Fremont	Central Corridor
North Seattle to Bellevue access	Central Corridor
There needs to be more development of transit in Seattle that is not at-grade (between neighborhoods and Downtown).	Central Corridor
More subway and elevated routes connecting more neighborhoods. None of the proposals affect my use of transit at all.	Central Corridor
Monorail, adequate parking at all stations, one transit authority to coordinate service and eliminate excessive administration, use of computer technology to provide personalized service and make ride sharing an easy option. By the time you get your stupid train system built, it will be obsolete. Try to get your mind around the twenty first century reality.	Central Corridor
SR 520 LRT to DT Bellevue & connection to EastLink.	Central Corridor
- BRISK as proposed by STB	Central Corridor
A subway line that follows something like the current Route 8. Surface, at-grade transit is a failure there.	Central Corridor
Bus tunnel under 2nd Ave., eventually used for light rail	Central Corridor
Not enough	Central Corridor
Light rail along Metro route 8 and rapid ride E, central district light rail, delridge/west seattle BRT	Central Corridor
Please see commentary on Seattle Transit Blog	Central Corridor
A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service.	Central Corridor
Option D from the original Ballard HCT study has been rolled into a more general proposal for Ballard. This should have been set aside as a separate issue.	Central Corridor
Shut down the waste of money & resources that is sound transit.	Central Corridor
Metro route 8 subway	Central Corridor
Bypass line from downtown to Seatac airport via Georgetown.	Central Corridor
A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. I'd like to see the subway reach at least to Union & 23rd. Better yet would be to get all the way to Union & 23rd.	Central Corridor
520 light rail.	Central Corridor
1st ave bus service	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King and speed up airport service. A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor	Central Corridor
Street car downtown to Madison park on Madison/Marion	Central Corridor
Light rail on Aurora.	Central Corridor
Downtown Seattle to Capitol Hill light rail, express SeaTac International Airport to downtown Seattle	Central Corridor
Extend Ballard light rail project north to 85th street.	Central Corridor
1. Increasing/expanding water taxi service, including land shuttle. 2. A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. 3. A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service.	Central Corridor
Ballard/UW	Central Corridor
Bypass line to airport	Central Corridor
Get buses out of the tunnel	
I don't understand why we are wasting our time and money on light rail. Build a real subway system that is fast. Raise taxes and remove roads to do so. Light rail is garbage. Look to the east - they have insanely fast maglev trains that everyone loves. It's embarrassing that we are spending time playing with toy trains.	Central Corridor
Belltown to Capitol Hill to Central District Subway	Central Corridor
A subway to replace the 8 bus from Seattle center to the CD Duwamish by pass in free up the Rainier Valley line to go to Renton and Tukwila and provide faster travel time to the airport and points south on the Central line. Detach East link from north link and allow it to go somewhere in the city such as up highway 99 or to SLU and Belltown.	Central Corridor
light rail along existing highway corridors	Central Corridor
Better service to major employer sites, e.g. the Boeing 737 plant in Renton, growing tech in Fremont & south Lake Union, Microsoft, etc. For example, between Ballard (Seattle's most populous neighborhood, and growing rapidly) to the 737 plant or to Microsoft takes 2-3 buses and well over an hour each way. No wonder people drive!	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>Extensive wholesale plan for commuter rail to supplant traffic into Seattle. Long-term, there should be no neighborhood in Seattle where it's more than a 20 minute walk to a train station. Park & Rides should be provided along I-5 with high-speed rail into the city. Right now mass transit is a cheaper option; but with the incomes of the many engineers in Seattle, to be really effective it's going to need to be a *faster* option than driving.</p> <p>An attempt at estimating total economic costs of Seattle traffic delay each day should be made and made very public as part of a publicity campaign to get people on to public transit.</p>	Central Corridor
<p>Dedicated transit lanes for busses. It shouldn't take 1 hour to get from Belltown to Capitol hill on the 8 during rush hour</p>	Central Corridor
<p>Route 8</p>	Central Corridor
<p>Better east west connection between cap hill, slu and belltown. Better connection between downtown light rail and cap hill, better flow on Denny, better light timing downtown, fifth avenue area better I-5 on ramp</p>	Central Corridor
<p>Enhance the extremely important Ballard to U District option by extending it to University Village, Wedgwood, and Lake City</p>	Central Corridor
<p>There is no Express service into the Juanita/Totem Lake area of Kirkland from Seattle of which I am aware. It seems as if some thought for future light rail or express transit plans includes this path. Due to all of the stops that Metro's 255 makes, my current commute from working there back to downtown Seattle every day is around 75 minutes, from around 6:15 PM to 7:30 PM, depending on whether I get to the bus stop before the bus gets to my stop or not. Similar to the 545 route into Redmond, I would love to be able to utilize an ST Express route between the Totem Lake Park & Ride and downtown Seattle in order to cut down on my commute time every day.</p>	Central Corridor
<p>North-South Light Rail along 405 corridor, East-West light rail across Lake WA (Issaquah to Seattle), Light Rail connecting Sounder from Tacoma to Everett</p>	Central Corridor
<p>Light rail connecting South East King county (Renton, etc) to Bellevue</p>	Central Corridor
<p>Ballard to U-District needs to include Green Lake/Wallingford, an area sorely neglected by transit but overrun with east-west drivers.</p>	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Pedestrian & cyclist access across I-5 at Ash Way P&R. 164th is unsafe for both due to on/off-ramp traffic, and nearest crossings (Maple, IUT) require multi-mile detours. This leads to higher parking demand at Ash Way. Ped-bike bridge over I-5 nb lanes could connect interurban trail to existing bus ramp, similar to Eastgate P&R.	Central Corridor
Subway from Belltown to SLU/Denny to Cap Hill	Central Corridor
Express light rail bypass to the airport via Georgetown. THE SPINE IS USELESS! No one wants to go through 15 stops to get to the airport from Westlake.	
A downtown bypass light rail line to speed up access to the airport. Perhaps stopping in Georgetown?	Central Corridor
Tunnel from Central District, via Capitol Hill and Denny/SLU to Belltown.	Central Corridor
Ballard Sounder station	Central Corridor
In order of importance: * A subway that replaces Metro's Route 8 to connect the Central District <-> Capitol Hill <-> South Lake Union <-> Seattle Center/Belltown * An express line to SeaTac via Georgetown. This works in tandem with a Graham St infill station, having Central Link serve primarily for local access through the Rainier Valley while this new bypass would greatly speed up access from Seattle to the airport and better connect Pierece, South King, and North King. * A line from Issaquah to Kirkland that connects in S Bellevue.	Central Corridor
1) Light rail across 520	Central Corridor
2) Separating existing light rail from roadways (i.e. elevating at-grade sections)	
High capacity transit along Denny Way between Belltown and Capitol Hill	Central Corridor
I would ride much more and have but there is NO LOCAL BUS SERVICE. The residents in the area Fauntleroy to Admiral Way and Avalon to California have to walk a minimum of half a mile to catch a bus and there are no park and ride areas. Your local bus service sucks and you have forced me to drive when I would rather take the transit	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

I'll be honest... I'm picking this option (the only other one aside from "a good set of projects...") because the list of 39 is too broad. I don't want my vote recorded as "a good set of projects". Why? High-capacity rail transit doesn't need to go from Tacoma to Everett... it will never be competitive with the existing express bus network. I feel the list of 39 sets expectations of light rail everywhere... light rail at these distances will either be really slow light rail, light rail trying to be commuter rail.	Central Corridor
A grade separated Link line connecting Queen Anne, South Lake Union, Capitol Hill, and the Central District neighborhoods- essentially a rail version of Metro's route 8 bus that doesn't get stuck in traffic.	Central Corridor
Central District in Seattle	Central Corridor
-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service.	Central Corridor
-A King County Metro Route 8 substitution with a Subway from Interbay/Uptown/Belltown through SLU on Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	Central Corridor
Ballard to UW to Kirkland to Remond line via a crossing of Lake Washington near Magnuson Park	Central Corridor
- Subway along Denny way (KC Metro route 8) connecting Uptown/SLU to Capitol Hill and Central District - Light rail bypass through Georgetown to improve rail transit times for South King	Central Corridor
I do think more light-rail, high speed, or train options going across Lake WA (520 and/or I-90) without impeding current and future traffic congestion should be explored.	Central Corridor
Second Transit Tunnel Georgetown/Link Bypass to SeaTac	Central Corridor
Light rail Expansion from Everett to Marysville WA.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>County Metro Route 8, serving the dense Central District, Capitol Hill, South Lake Union, and Belltown.</p> <p>2) A grade separated Duwamish Valley LRT bypass between SODO in Seattle and Tukwila that serves Georgetown and South Park.</p> <p>3) A grade separated Totem Lake - Downtown Kirkland - Downtown Bellevue - Eastgate - Issaquah LRT that interlines with East Link in Downtown Bellevue.</p> <p>4) Grade separated LRT in West Seattle via Alaska Junction, Morgan Junction, High Point, Delridge, White Center, Burien, and Tukwila with possible connection to the following Renton line.</p> <p>5) Grade separated LRT between Downtown Seattle, Southcenter, Downtown Renton, and The Landing in Renton. LRT to the Landing and 737 plant makes way more sense than LRT to Paine Field, whose sparse industrial employment aggregation is not accessible by foot or really even bike.</p> <p>6) Scalable (beyond single 66 foot streetcar vehicles) fully exclusive lane LRT in Tacoma, rather than mixed traffic streetcars like Tacoma Link - now is the time to invest in MAX-grade facilities while traffic and land values in Tacoma are relatively low. I question the investment in mixed traffic rail, which is less versatile and useful as a transit facility than exclusive lane bus.</p> <p>7) True fully exclusive lane BRT in the suburban/lower density areas of the ST District - a grid of lines to feed into the Link spines in areas such as the Eastside and South King; it could also be used to connect the various cities along Sounder to the Link spine</p>	<p>Central Corridor</p>
<p>High capacity grade separated trip between Belltown to Capitol Hill (to fix the metro 8 route)</p>	<p>Central Corridor</p>
<p>Additional lanes on I-5 through downtown Seattle</p>	<p>Central Corridor</p>
<p>Issaquah connection along I-90</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Replace Magnolia Bridge to insure bus service to a community of 20,000. Light rail on 15th is worthless. Magnolia and QA would need parking or a shuttle which means a transfer. Ballard would go crazy as people parked to commute and demand parking restrictions. If the City of Seattle wants an investment, make it useful such as replacing seismic challenged transit bridges such as Magnolia and Ballard. A ballard light rail on 15 changes my vote and advocacy.	Central Corridor
A solution for transit along Denny (current Metro Route 8)... subway? An Airport/South King County Bypass for light rail, through SoDo and Georgetown.	Central Corridor
Tunneled Light Rail shadowing the Metro 8 route through SLU, up to Capitol Hill and the Central District. An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations	Central Corridor
LR from Ballard should run to Woodland Zoo then T off in two directions: 1) picks up Fremont to Downtown 2) extends to UW, U-village with a Y. At the Y two directions: 1) up 25th to Lake City Way, Kenmore and etc. 2) On to Sandpoint, NOAA and bridge to Kirkland	Central Corridor
SLU to UW rapid streetcar UW to Redmond light rail via sand point crossing First hill streetcar extension to UW George Benson Waterfront Streetcar Line	Central Corridor
Seattle to Olympia Commuter Rail	Central Corridor
A second Downtown Seattle transit tunnel for bus/train usage including connections to Lower Queen Anne and Aurora.	Central Corridor
all rail in urban seattle and regional	Central Corridor
The correct project is to study funding mechanisms NOT supported by resident tax increases but: 1- study funding mechanisms that will put the burden on high density developers/property owners that are driving the additional infrastructure needs a- project to assess fees and taxes for all mixed use high density developments > 10 units. b- project to assess fees associated with lost economic benefit due to vacancies of high density mixed use developments via a vacancy tax. It is inappropriate to isolate and separate infrastructure project studies without including funding options... Taxing all residents for the the growth burden is inappropriate.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

I see the UW to Ballard subway in this survey, but did not see it in the projects list. I might have just missed it, but you should not. That line could do a lot to improve mobility in Deattle, which is what I will be looking for in ST3. I personally don't care about regional connections at all. I want a subway, not a BART.	Central Corridor
Everett to Mount Vernon via Light Rail or Sounder Rail	Central Corridor
Sand Point Crossing Light Rail, UW-Kirkland, http://seattletransitblog.com/2014/07/08/uw-to-redmond-via-kirkland-options-lets-build-a-sand-point-crossing-option-sp1/	Central Corridor
Connecting Thurston county to Pierce and King counties	Central Corridor
Include rapid light rail service in existing service areas.	Central Corridor
Expanded intra-city transit in Seattle, which unlike most of the rest of our region already has much of the high-density built environment that makes transit successful. This should include a combination of both: - grade-separated light-rail (only where appropriate, tunnel through hills such as Queen Anne toward Ballard, and bridges such as over Duwamish River toward West Seattle), and - at-grade, lane-separated, light-prioritized light-rail, streetcar, and bus rapid transit Highest priority future projects include: - Streetcar along 23rd Avenue between E Union St and E Jackson St, connecting via Jackson St to the soon-to-open First Hill Streetcar line, with service into Downtown Seattle - Streetcar along Rainier Avenue, as far south as funding will allow, but potentially through Mt. Baker Station area, Columbia City business district, Hillman City, Othello, and Rainier Beach, also connecting at Jackson St. to the First Hill Streetcar line, with service into Downtown Seattle - Northward extension of South Lake Union Streetcar through Eastlake, across University Bridge, terminating at either Campus Parkway/15 Ave NE transit hub, or the future Brooklyn/University District Light Rail Station near NE 45th St.	Central Corridor
-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>Regional hyperloop. Hub and spoke system with light rail between hubs and BRT for spokes. Running at least infrequent service on all routes 24/7 so that could-be transit users don't avoid transit due to what-ifs around missing "the last" ride of the day.</p> <p>Also, there's no place for general comments and feedback on this survey. That's a mistake. And here's one more: while my family isn't using much transit right now with two small kids, we used to be daily riders and might be such again in the future if transit meets our needs.</p>	<p>Central Corridor</p>
<p>Bypass line to the airport, south king county, Pierce county via Georgetown. Subway from belltown to SLU/Denny to Cap Hill, to Central District/23rd. Issaquah to Kirkland line, connecting in South Bellevue.</p>	<p>Central Corridor</p>
<p>cross-sound bridges connecting Kingston/Edmonds and Fauntleroy/Southworth with incorporated light rail</p>	<p>Central Corridor</p>
<p>More daily services for Downtown Seattle to Edmonds</p>	<p>Central Corridor</p>
<p>Light rail serving Lake City, Central District, Georgetown, Greenwood, etc. to expand mobility in the most dense parts of the region.</p>	<p>Central Corridor</p>
<p>-A cross-town subway route to connect Belltown, SLU, Capitol Hill and the Central District (along/beneath Denny Way). - Explore a possible bypass / express segment for the central spine to bypass Rainier Valley to make light rail for South King / Pierce extensions faster (and more attractive to commuters).</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>1. Grade Separated Transit along the KCM route 8 corridor between Queen Anne, South Lake Union and Capitol Hill and (potentially) First Hill. This would include a gondola line over John Street as well as potential rail lines.</p> <p>2. Extension of the Ballard to Downtown corridor to First Hill, towards the Central District or Mt. Baker Station.</p> <p>3. A elevated rail line between Burien, TIBS, Southcenter, Renton and the Landing.</p> <p>4. A Rainier Valley bypass via Georgetown and the BNSF rail corridor.</p> <p>5. New downtown Seattle/First Hill bus tunnel connection.</p> <p>6. (Not a project) but projects should not preselect technology (light rail), but should instead consider various technologies for a given corridor including buses, automated trains, rubber tired subways (which could handle Seattle grades better), and gondolas.</p>	<p>Central Corridor</p>
<p>Linking seattle and Bellevue/eastside</p>	<p>Central Corridor</p>
<p>Extending Ballard corridor to Northgate Light rail up SR99</p>	<p>Central Corridor</p>
<p>The current project list is based on bad growth projections for the area that target areas where growth would be convenient (for example Totem Lake) rather than where it is actually happening or where people want to live.</p>	<p>Central Corridor</p>
<p>-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	<p>Central Corridor</p>
<p>-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	<p>Central Corridor</p>
<p>-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	<p>Central Corridor</p>
<p>-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	<p>Central Corridor</p>
<p>The west side transit tunnel. We don't have the money to build high quality, frequent rail to all parts of west seattle. This reflects the geography and density of West Seattle itself. But, building this tunnel in ST3 would help bus access from west seattle tremendously, as well as from NW seattle. And it would set up building out rail to west seattle in the ST4 time frame, if the density at that time justifies it. Right now, rail to west seattle would be much slower and less frequent than buses.</p>	<p>Central Corridor</p>
<p>-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	<p>Central Corridor</p>
<p>Lake City and Georgetown are showing life and growth. There should be a system of light rail encompassing Lake Washington and its communities.</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Seattle is wanting to eliminate parking, change streets to pedestrian only and generally eliminate cars. All the projects above are great for people who come to work at a set time and leave at a set time but for those who live in the city, who raise families in the city there is nothing planned that makes mass transit a viable option. It is not feasible to walk everywhere or bike everywhere with kids but buses and the times that they run aren't kid/family friendly with regards to getting to and from school, to and from sports (fields etc.), to and from after school activities. It doesn't make sense to wait 30 min for a bus that likely requires a transfer to go from Madison Valley to Capitol Hill.	Central Corridor
There are no Central District corridors being seriously considered, whether by Sound Transit, King County, or the City of Seattle. At least one corridor does exist to be studied; it should be added. Right now there is no HCT between the two highway bridges and no plans for any.	Central Corridor
A lightrail option connecting Seattle to Tacoma with stops in between connecting various neighborhoods.	Central Corridor
Downtown to airport bypass for quicker trips to the airport via link	Central Corridor
More emphasis on expanding current transit services (like metro bus service), then work on new projects after current infrastructure is improved.	Central Corridor
South lake Union light rail Connecting deny triangle to Capitol Hill and on to beacon hill	Central Corridor
More buses. No more useless, expensive light rail	Central Corridor
West Seattle	Central Corridor
Moving more buses from freeway HOV's to Transit Centers	Central Corridor
Redrawing east/west and north/south transit to route along a grid, instead of via downtown Seattle.	Central Corridor
Light rail from West Seattle to the airport	Central Corridor
Light rail from downtown to sw roxbury and 35th ave sw	Central Corridor
Rail options connecting major centers in downtown Seattle that are currently unconnected. For example, many people commute/travel between South Lake Union and Queen Anne, and currently no transit service serves that route.	Central Corridor
Spur to Mercer Island	Central Corridor
Light rail / express bus service between West Seattle, White Center/Burien, and Sea-Tac Airport.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

On and off ramps to the .West Seattle Bridge: On ramp from 4th ave. and three lanes, two of which should be metered onto Northbound I-5. Lander street overpass. Expanded 1st ave lanes to include a dedicated bus lane.	Central Corridor
Rapid transit not light rail	Central Corridor
Connecting to Water Taxi via Avalon/Harbor or California Ave	Central Corridor
Connect Seattle neighborhoods!!! Light-rail only!!! Phase out ST Express buses...	Central Corridor
Systemic regional light rail west sea - sea - eastside including i-5, 405, i-90, 520, 99, 167 corridors. Mismatch of bus+rail+flying monkeys ridiculous options won't work if have to actually get someplace in less than 2 hrs	Central Corridor
west seattle	Central Corridor
1) I hate driving and I hate looking for parking, so you can drop any and all projects that just promote more car use. 2) Extend the First Hill Streetcar north. I looked at the list and was a bit surprised there is not a single streetcar project. I know there are plans to extend the streetcar to Roy Street, but that's still not far enough to be useful. I'm just on the north side of Volunteer park and I'm totally onboard with the idea of very limited Link stations and building a streetcar network to support it, but here's the deal: U-Link passed under me, but does me no way to get to Capitol Hill Station without driving. An extension to E. Howe or further would help out a lot of businesses along 10th Ave and give me a better way to get around than driving since I spend a lot of time in Capitol Hill... and yes, this is very much about being able to go out drinking without worrying about getting home. 3) I couldn't care less about cut-rate bus projects. Fancy bus lanes are a sad and slow excuse for streetcars and a real subway system.	Central Corridor
A light rail connection between the east side and the west side (Seattle - Newport/Bellevue)	Central Corridor
Tunnel option to Ballard and completely elevated option to Ballard.	Central Corridor
connecting capital hill to downtown via light rail wallingford/fremont to downtown via light rail	Central Corridor
West Seattle to Bellevue bus or light rail without xfer in seattle	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Elevated light rail from Admiral District, West Seattle to Downtown in addition to Downtown to the WS Junction. Train should make a stop at the Admiral District before continuing to the Junction. Elevated light rail from Waterfront/West Seattle Taxi area to Downtown.	Central Corridor
-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	Central Corridor
Additional east-west options, north of the ship canal	Central Corridor
Elevated light rail should stop in the Admiral District before continuing to the Junction and Delridge. Otherwise, Admiral Residents have to drive a car and park it in the Junction to pick up light rail which makes no sense	Central Corridor
Totem Lake to Issaquah via Bellevue - light rail should connect with East Link in South Bellevue. This would facilitate better connections to Issaquah.	Central Corridor
n/a	Central Corridor
Ask opponents for a list.	Central Corridor
Rail from Seattle to Tacoma Rail downtown Seattle to Bellevue	Central Corridor
Increased Public School-Public Transit connections.	Central Corridor
alki to downtown seattle	Central Corridor
expand water taxi from alki	
Projects that provide connectivity along the N99 corridor from downtown and on Greenwood/Phinney Ridge	Central Corridor
Alternative access/egress to and from west seattle. 4th st access to w. Seattle bridge. East/west routes not stopped by trains.	Central Corridor
Faster bus service between downtown and Madrona. Access between mt baker station and capital hill.	Central Corridor
Subway on denny. Or gondola. Or anything to fix that mess.	Central Corridor
Tunnel sand point to Kirkland	
an overall study of interlinking parts of the city. Such as Capitol Hill to Ballard and Fremont to Capitol hill	Central Corridor
More West Seattle light rail. Less buses.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Better than light rail to West Seattle and Delridge, there should be real BRT with dedicated lanes, especially on the bridge. This would go in a new downtown transit tunnel also. This could go to Delridge/White Center, to California Ave. (both ways), and on 35th Ave. SW. It would be much more versatile than light rail, which would probably only go to one corridor. Probably somewhat cheaper too, as you wouldn't need to build a rail bridge..	Central Corridor
From a previous resident of the Queen Anne area, I believe something had to be done in that area to relieve traffic. If there was a connection from downtown westlake that went through belltown, Seattle center, QA. The monorail has one destination and expensive to be an everyday commute. Or even provide a non-street route near Denny would be crucial. I now live right off the mt baker light rail and love that I don't have to be stuck in real traffic, downtown to QA sometimes take up to an hour/hour half using public transit whereas mt baker is further and always takes less than half an hour and it's reliable.	Central Corridor
I 90 tolling	Central Corridor
West Seattle to Redmond.	Central Corridor
Light rail through lower Fremont.	Central Corridor
DT Seattle to Woodinville or an increase in 522 busses from DT Seattle to woodinville to deal with the amount of students going to Cascadia.	Central Corridor
Convert Metro bus line 8 to grade separated light rail with service to LQA, SLU, Cap Hill, and the CD.	Central Corridor
Connecting Renton's urban center, including Boeing with Seattle via light rail.	Central Corridor
Far East and North	Central Corridor
Connecting Fremont as part of the Downtown/Ballard project. It is unclear how much of the neighborhood would be involved in the current project.	Central Corridor
Ballard/UW light rail continuing on to U-Ville/Childrens/Kirkland and U-Ville/Lake City Way. Ballard to Woodland Zoo, Stone Way and 45th, Fremont and DT Street Car up University Ave to replace 70s buses	Central Corridor
A west side transit tunnel (new downtown tunnel?) going from West Seattle through downtown up to uptown (LQA) proposed by Seattle Subway.	Central Corridor
Express service from downtown to Greenwood area and from Ranier Valley to Greenwood area metro route 48 sucks	Central Corridor
Any and all major hubs of transit potentially located in South Park, Georgetown, Burien and White Center	Central Corridor
Elevated/tunnel option to Fremont from downtown	Central Corridor
Get rid of existing bike lanes	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

MORE RESTORATION OF DOWNTOWN SEATTLE BUS SERVICE CUTS. STOP LEECHING SEATTLE BUS SERVICE TO PAY FOR OUT OF TOWN SERVICE NOBODY OUT THERE WANTS. EXPRESS SERVICE TO THE AIRPORT FROM DOWNTOWN IS ALSO MISSING.	Central Corridor
Street Car up University Ave to replace 70s buses Kirkland to Sandpoint (bridge) to Children's Hospital to U'ville, Y to Lake City and Wallingford T at Woodland to Ballard and to Fremont/DT	Central Corridor
Further subway/grade-separated rail options	Central Corridor
connections through Georgetown and Rainier Beach	Central Corridor
Fremont light rail	Central Corridor
Additional parking at Sounder stations, additional service for non-commuter hours (ex: CalTrain in San Francisco)	Central Corridor
Route 8 elevated/below grade replacement	Central Corridor
More stations connecting Lynwood and Downtown Seattle.	Central Corridor
How about Adding enhancing transit service for SEATTLE PACIFIC UNIVERSITY area?	Central Corridor
Montlake boulevard between University Village and the Montlake Bridge. This backup can take 1 hour to travel 1 mile. It backs up daily! Large employers like the UW and Children's hospital are in the vicinity. We need to move people through here more efficiently.	Central Corridor
Sounder North Stations at Broad Street, Ballard and Shoreline/Richmond Beach.	Central Corridor
Why no buses from Magnolia north to Ballard or Northgate or Shoreline Community College ??? Why does bus to UW from Magnolia stop so early in the evening??	Central Corridor
Repairing the roads we have right now. restoring lost lanes on major city streets and side street for bike lanes - i.e., Roosevelt, SPU corridor, Capitol Hill. More regular/frequent - RESTORE - bus routes - most of us used to depend on regular bus travel. Repair freeways	Central Corridor
- light rail to northwest Seattle - expanded bus coverage of southeast Seattle	Central Corridor
- neighborhood service to light rail stations - park and ride service at light rail stations	Central Corridor
Efficient, no-transfer connection of Ballard and Crown Hill to Broadview and Edmonds. Efficient, no-transfer connection of the Carkeek Park area (south Broadview, north Greenwood) to the U-District.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

University Ave Streetcar to replace 70s buses Light rail from Ballard to Woodland Zoo. Woodland Zoo to Downtown via Fremont. Woodland Zoo to Uvillage. Uvillage to LakeCity Way, Kenmore, Bothel. Uvillage to Childrens, Sandpoint and Kirkland.	Central Corridor
Más transito directo al norte de Ballard.	Central Corridor
Finish downtown to U-district, north seattle, capital hill	Central Corridor
Expanded hours of Sounder service, north of downtown Sounder stop perhaps near 15th & Dravus to better serve north end commuters	Central Corridor
- Light rail across the 520 bridge from UW stadium to various 520 exits - More frequent bus service on all routes (every 10 minutes, not every 30)	Central Corridor
First Hill station between Westlake and Capitol Hill Station	Central Corridor
The possibility of tunneling or bridging together more Puget sound islands by light rail or other ferry alternatives. Also sound transit should consider the possibility of high speed rail (180 mph electric trains) linking major cities in this region as it would have major economical and social benefits to all involved.	Central Corridor
Please consider Downtown U. District/Sandpoint/Ravenna connection. Please consider Lake City Way/ Bothell connection.	Central Corridor
What are we doing to prepare for the advent of self-driving vehicles?	Central Corridor
North Ballard to U District Light Rail/tramline (via Greenwood/Phinney, Green Lake, and Roosvelt), effectively replacing route 48. There are no good east-west connections in the north.	Central Corridor
Light rail service to other high-density parts of Seattle (South Lake Union, Central District)	Central Corridor
A potential northern Lake Washington high-capacity transit crossing	Central Corridor
U district to kirkland (somewhere around the 520).	Central Corridor
getting rid of the war on cars!	Central Corridor
access to Georgetown area	Central Corridor
Uw to ballard	Central Corridor
520 should have a light rail option between Seattle and Bellevue, Kirkland, Redmond	Central Corridor
Children's Hospital to U-district (including stop at U-Village.	Central Corridor
BRT alternative to light rail for all light rail projects.	Central Corridor
Abandoning the ultra-expensive, inefficient and unreliable Sounder commuter rail system.	Central Corridor
Better connections to Fremont and Wallingford.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>People living in N Capitol hill, Eastlake, Wallingford, Fremont have no easy way to link up to rail to downtown. Why can't a line be installed adjacent to I-5, elevated, to take commuters downtown.</p> <p>There desperately needs to be parking at some of the Sounder lines to SeaTac from points north. Right now I want to take the rail to the airport but it is VERY inconvenient to take my 70 bus to get downtown with luggage, kids, etc.</p>	Central Corridor
Too much focus on Ballard to Downtown.	Central Corridor
Downtown Seattle to Renton/Kent/167 corridor	Central Corridor
Light rail station along 45th in Wallingford	Central Corridor
More east/west connectors north and south of city.	Central Corridor
<p>There are tons of Boeing workers that live in North King County/North Seattle/South Snohomish county who have no easy transit access to the Boeing Everett plant. To take a bus takes 3 bus changes. We need something from Northgate that goes up I5, stops at park and ride in south Snohomish County, and then continues to the Boeing Everett plant. Currently the only option is vanpool or carpool or drive by yourself.</p> <p>Secondly, Snoqualmie Ridge is growing and more of us are commuting from Seattle to Snoqualmie.</p>	Central Corridor
I am a citizen and voter, but we SHOULD NOT BE driving this process - transit planning needs to be centralized NON_POLITICAL process,	Central Corridor
Neighborhood rapid / on demand shuttles to and from high volume corridors. Sufficient parking not likely feasible and need to get people out of their cars without restricting movements in the region to "peak" times.	Central Corridor
<p>The survey is poorly designed as too many Ballard projects are competing again each other. Read the descriptions, they all sound alike.</p> <p>Replacement of the metro 8 with a subway.</p> <p>New Eastside line from Kirkland to Issaquah that interlines with east link through Bellevue.</p>	Central Corridor
Light rail sucks. It is slow and a solution that came from the late 19th century. We need rapid buses with the recognition that in 20 years time our roads will be populated with driverless buses and cars.	Central Corridor
Express version of light rail - projects to allow station bypass	Central Corridor
Increased North Sounder service and associated rail corridor improvements for consistent service	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Connecting current light rail from Seattle to Tacoma (not just Federal way to tacoma)	Central Corridor
A consolidation of Metro, Sound Transit, Community transit to provide a unified, no duplicative regional transit administrative authority.	Central Corridor
Address the issue of commuting across lake washington. The bus system is horrendous, expensive, and takes too long. Create a realistic option for workers to move between east and west sides.	Central Corridor
do not want any!! Hate \$\$\$\$ I pay from car license tabs for Bike or trains should be spent on more lanes on I - 5, I - 405, I - 90 and maybe some new freeways around Seattle & vicinity!	Central Corridor
<p>Consideration needs to be made on how people are effectively commuting and this survey does not seem to ask the right questions.</p> <p>I would like to see a notion of central light rail hubs (similar to Boston and other cities) which allow commuters to connect to other light rail / bus systems efficiently. I was fine with transit when I commuted to downtown, but it quickly went from a 30 minute to an hour or hour and a half commute each way when my office moved outside immediate downtown and then to the east side. (I don't bother with the hour and a half transit option...)</p> <p>I prefer an outside of traffic lane (not a trolley) light rail solution for W Seattle to Seattle, but I don't care whether or not it is elevated. Having 2 projects to vote on splits the vote leaving both options with a lower total than some of the single implementation options.</p>	Central Corridor
trolley from UW to Sand Point express bus from Seattle to Arlington airport	Central Corridor
<p>1. More bicycle rental stands with increased rental time (30 minutes is a joke!). Seattle residents should be able to designate commute start/end bike stands and receive deep discounts on commute trips.</p> <p>2. Perform preliminary neighborhood and regional traffic impact studies AS PART OF PERMITTING business buildings with planned daily use by above 500 people. Require re-siting or other means to mitigate transit/traffic impact.</p>	Central Corridor
More car lanes	Central Corridor
High-capacity transit along Denny - Olive - John St Corridor in Seattle	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Light rail between Redmond/Bellevue and Seattle along both 520 and 1-90	Central Corridor
Electric walkways at airport for connecting Link station to ticketing. University Ave Street Car to replace 70 buses Bother/Kenmore/Lake City Way/Uvillage light rail UW/Uvillage/Children's/NOAA/Kirkland light rail Ballard/Woodland Zoo/Fremont/DT light rail Woodland Zoo/Wallingford/UW light rail	Central Corridor
Bothel to Skykomish/Stevens Pass bus service; Issaquah to Snoqualmie/North Bend light rail; Everett to Skykomish light rail along highway 2; All-day sounder service	Central Corridor
A light rail line extension from Ballard to Crown Hill, Greenwood, Lake City.	Central Corridor
A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.	Central Corridor
Additional light rail routes within the city of Seattle	Central Corridor
A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor	Central Corridor
Only a single BRT program is included. It's unclear to me why the only way to connect Ballard to the rest of the city is via light rail rather than the cheaper BRT alternative.	Central Corridor

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 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>
<p>East/West Light rail on Denny Way from Belltown to east Capitol Hill (23rd) North/South Light rail on 23rd from Judkins Park to the UW</p>	<p>Central Corridor</p>
<p>A grade-separated high-capacity transit corridor between Queen Anne/SLU/Capitol Hill. Moving between these neighborhoods at rush hour on the #8 bus is slow and unreliable due to backups on Denny Ave.</p>	<p>Central Corridor</p>
<p>Light rail for Northwest seattle including Greenwood/Phinney (85th & Greenwood urban village)</p>	<p>Central Corridor</p>
<p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.</p>	<p>Central Corridor</p>
<p>Automated walkway between SEATAC terminal and SEATAC Link station.</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>Light Rail (grade-separated) from Belltown to South Lake Union and Denny Triangle to Capitol Hill to the Central District/23rd corridor. These regions are dense, geographically close to one another, not well served by existing light rail or planned light rail, and would come very close to completing an urban grid of rapid and reliable transit options for residents.</p>	<p>Central Corridor</p>
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>
<p>Subway to replace Metro Route 8 A bypass line to the airport via SoDo and Georgetown Rail from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell</p>	<p>Central Corridor</p>
<p>Higher capacity transit to SLU Extend Ballard light rail further north</p>	<p>Central Corridor</p>
<p>Please start studying north of Ballard so that when the multiple connections to Ballard are done we can leverage them.</p>	<p>Central Corridor</p>

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<p>•A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p>	<p>Central Corridor</p>
<p>Please study a subway or separated-grade light rail option from Belltown to South Lake Union/Denny to Capitol Hill to supplement the Metro route 8. This route is in high demand and often delayed by vehicle traffic.</p> <p>Also, please examine bypass options for light rail from downtown Seattle to the airport. Light rail is a great option, but outside peak traffic hours it takes twice as long to get to the airport using rail as it does to drive.</p>	<p>Central Corridor</p>
<p>Better connections within Seattle to create a network, instead of a sprawl:</p> <ul style="list-style-type: none"> - More East/West lines coming off of the spine, say at Denny, N 85th St, Jackson/Yesler, etc. - Service to Upper Queen Anne - Service to the Central District 	<p>Central Corridor</p>
<p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City, and out to Bothell.</p>	<p>Central Corridor</p>
<p>Sounder station at Ballard/ Magnolia Fisherman's Terminal (Emerson or Dravus)</p> <p>Rapid Ride East-West Corridor (Ballard to Sand Point)</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>Metro route 8 Subway: Belltown-South Lake Union/Denny-Capitol Hill-Central District Airport Light Rail Bypass via Georgetown Issaquah to Kirkland light rail via south Bellevue Ballard-Crown Hill-Greenwood-North Seattle-Lake City-Bothell ligh rail</p>	<p>Central Corridor</p>
<p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle. An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p>	<p>Central Corridor</p>
<p>Bitter Lke to Lake City HCT - in conjunction with 130th infill station. Extension to Northgate from Downtown Seattle to Ballard line. Extension to Shilshole from U District to Ballard line. Extension to U Village and Childrens Hospital from U District to Ballard line. Light Maintenance facility in the area of Infill Sounder stations at Shilshole and north downtown (Art Park vicinity)</p>	<p>Central Corridor</p>
<p>Light rail only bridge from north Seattle to Kirkland.</p>	<p>Central Corridor</p>

<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>
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<p>Stopping light rail at Lynwood and examining increase commuter/suburban heavy rail to link communities from Marysville to Olympia with high capacity, quality, and fast transit to link into local bus and metro-rail services within the cities and towns along this spine.</p> <p>At grade light rail along the historic interurban ROW to provide local links for the communities between Everett and Seattle.</p> <p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p>	Central Corridor
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<p>A Metro 8 Subway Tunnel (Belltown to Capitol Hill to Central District) Bypass LRT to airport via Georgetown to speed up access A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	<p>Central Corridor</p>
<p>I want to see more infill stations on Link in the central, dense areas of Seattle. And when the Ballard/UW line is fleshed out I want to see utilitarian infill stations all through Ballard, Fremont, and Wallingford, instead of just elaborate anchor stations that are spaced far apart.</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Increased King County Water Taxi Service from West Seattle to Downtown and review additional viable water taxi routes. Digging ourselves out of this transportation fiasco will take multiple transportation service, not just rail and buses.	Central Corridor
Issaquah to Downtown Seattle	Central Corridor
Light rail to Burien	Central Corridor
A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.	Central Corridor
At-grade supplementary trolley service through Fremont and Wallingford down Westlake to South Lake Union. Better (more frequent, and dedicated lane on I-5 to the 520 bridge) BRT to Overlake Transit Center from Downtown. Express light-rail options (reduced station stops) from downtown to airport.	Central Corridor
A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.	Central Corridor
Something serving the central district, first hill, and SLU.	Central Corridor
A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. A subway line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.	Central Corridor
California Ave Streetcar	Central Corridor
A true subway system	Central Corridor
Sand point to Kirkland crossing	Central Corridor
Subway service that includes connecting Downtown, Belltown, South Lake Union, and Capitol Hill.	Central Corridor

Sound Transit 3 - Draft Priority Projects
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 Central Corridor

Subway service from South Lake Union through Capitol Hill and Central district (roughly the coverage of Metro route 8) Express light rail/bypass line that skips Rainier Valley to go direct to airport/south link	Central Corridor
Seattle to mercer island Seattle to Bellevue	Central Corridor
BRIDGES need to be replaced. These are significantly detrimental to our infrastructure and cannot be put off any longer.	Central Corridor
Light rail along 23rd Ave in Seattle to SLU. Why not include 520 crossing now? Generally the list is not ambitious enough.	Central Corridor
Access between Capitol Hill and Queen Anne / Belltown, given the never ending traffic mess that is Denny.	Central Corridor
1. A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. 2. A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.	Central Corridor
Bicycle infrastructure! 3-bike racks on water taxi shuttles instead of 2-bike racks more space for bikes on trains better bicycle parking everywhere protected lanes	Central Corridor
A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.	Central Corridor
The link to West Seattle should hit all of the junctions - starting with Admiral. Run the transit down california and then jump over to 35th. Right now the junction south gets great service, but not all of us that live north of alaska. We make up a big portion of traffic and are becoming more and more densified!	Central Corridor

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<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor</p>	<p>Central Corridor</p>
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District.</p>	<p>Central Corridor</p>
<p>Turn KC Metro route 8 to an underground Link line. I can't believe this is not on the list. That route serves very dense neighborhoods badly in need of improved intra-city transit.</p>	<p>Central Corridor</p>

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<p>-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	<p>Central Corridor</p>
<p>Subway serving the Metro 8 corridor (Uptown-South Lake Union-Capitol Hill-Central District)</p>	<p>Central Corridor</p>
<p>Seattle Subway</p>	<p>Central Corridor</p>
<p>Greenlake area light rail options..</p>	<p>Central Corridor</p>
<p>Parking near stations. You can't get people to not drive. Meet them where they are, allow them to park and ride into whatever city they're headed to.</p>	<p>Central Corridor</p>

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 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. An Issaquah to Kirkland line that connects in South Bellevue. A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.</p>	<p>Central Corridor</p>
<p>Central area: Grade separated line from Uptown to Central via South Lake Union and Capitol Hill</p>	<p>Central Corridor</p>
<p>520 light rail, multiple transit corridors, not just one road worth of transit options</p>	<p>Central Corridor</p>
<p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	<p>Central Corridor</p>
<p>East/West central Seattle subway (i.e. the "metro 8" subway)</p>	<p>Central Corridor</p>

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 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>
<p>downtown seattle to lake Washington (or close to Lake Washington via Yesler, Cherry or Union</p>	<p>Central Corridor</p>
<p>Develop a plan coordinated that links all of the rail options, and then package various options together in sensible way. This would lay out a strategic vision that would address congestion on I-5, improved accessibility via rail within the Seattle/Tacoma/Olympia metroplex. One-off projects as described in this survey create confusion, since it is unclear if the projects will be put together with the long-term vision required. It would be much better to get surveys on desired outcomes (i.e. improved access to a community, and then choose the option that fulfills that goal). For example, currently this survey has 4 projects all competing to connect Ballard to downtown with rail. These should be consolidated, and then surveyed. The projects do not appear to specifically address the terrible congestion on I-5.</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>re-route the EastLink alignment. I know this may be late in the game to make this suggestion but this could be a solution to create an additional downtown Seattle light rail tunnel that also directly impacts/benefits riders coming from Mercer Island, Bellevue, and Redmond. The realignment should happen at the Rainier station. For trains coming from the East side, from Rainier station the alignment should turn northwest with stations at Boren/Jackson/12th and underground at Boren/Madison. From there it should bend further west to create a second underground station at Westlake. From there it should continue underground for stations at Belltown, Uptown then further into Ballard (either via Queen Anne/Fremont or Interbay). This would provide a nice "X" pattern of intersecting light rail lines. Then, when ready to expand light rail to West Seattle, that line can merge with the current Central Link at SoDo and continue on to Capitol Hill, UW, etc. expanding the "X"</p> <p>Also - an underground light rail alignment along the current Metro route 8 - connecting Belltown, South Lake Union, Capitol Hill, and 23rd Ave E</p> <p>- a light rail bypass line to the airport via Georgetown</p>	<p>Central Corridor</p>
<p>Extend SLU to eastlake and perhaps all the way to u district. Eliminate redundant routes on Eastlake to lower number of buses on that street. Improve bike lanes on streets.</p>	<p>Central Corridor</p>
<p>BRT on 520 to the UDistrict and Ballard</p>	<p>Central Corridor</p>

<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	Central Corridor
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<p>For the long range plan Bothell, Greenwood, and some of the high density/trafficked neighborhoods are likely worth studying.</p>	<p>Central Corridor</p>
<p>Light rail serving SLU, Denny Triangle, Capitol Hill, and Central District</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
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Seattle to Gig Harbor	Central Corridor
•A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.	Central Corridor
Why do you leave out 520!!??? WTF is wrong with you losers that you would ignore this important link?	Central Corridor
SLU/Denny to Capitol Hill and the Central District	Central Corridor
A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.	Central Corridor
1) A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor 2) A bypass line to the airport from downtown Seattle via Georgetown and Southpark 3) A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell	Central Corridor
A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. I live on Capitol Hill and the 8 is legendary for being unreliable and frustrating. Integrating this corridor with the Streetcar lines on Westlake and Broadway, along with the Capitol Hill Light Rail Station just makes sense.	Central Corridor
Subway from Belltown to South Lake Union/Denny to Capitol Hill.	Central Corridor
Connecting South Park and Georgetown to the light rail.	Central Corridor
Improvement of 'RapidRide' system - the routes are much too slow. You should consider treating those routes as express routes rather than frequent local routes.	Central Corridor
Seattle to Lynnwood/Everett reverse commute options.	Central Corridor
West Seattle Junction to Westwood Village/White Center; White Center to Burien; Burien to Sea-Tac; UW to Bellevue direct; 405 train; Northgate to Bothell; Bothell/405 to Mil Creek; Mill Creek N/NW to Main N-S line; High(er) speed option between Everett and Tacoma;	Central Corridor
More Transit options accross Lake Washington	Central Corridor

Sound Transit 3 - Draft Priority Projects
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Monorail extension into west Seattle, white center, and Burien. Monorail is cheaper and faster and less intrusive to build. Every engineer knows this.	Central Corridor
Northgate-Downtown	Central Corridor
More connections to Bothell needed. Consider providing faster linkages between Bothell and U district directly.	Central Corridor
Subway line following the path of Metro route 8, connecting Belltown to SLU to Capitol Hill to the Central District Subway line from Ballard to Crown Hill to Greenwood to North Seattle to Lake City and beyond	Central Corridor
Getting people from Magnolia and Queen Anne to Elliott Avenue and 15th Avenue NW in order to use the rapid lines and future light rail. Without convenient access by shuttle or buses circulating within those communities (more frequently than Metro bus service currently offered), there will be little incentive to support light rail between Ballard and Downtown.	Central Corridor
Everett to Tacoma right down the middle of I5 elevated with stops.	Central Corridor
Expansion and better linking of north Seattle transit options. Rapid Transit or subway replacing or supplementing Metro Route 8	Central Corridor
We need to alleviate the terrible traffic at the Montlake cut. There is no reason to have a 20 minute wait just to get on the freeway. More people would carpool if there was a shorter wait. There needs to be a tunnel going one way and the top portion could be traffic traveling in the opposite direction. We need lanes for peds, bikes and buses going to and from Montlake, Capital Hill area to UW. What a mess!	Central Corridor
I have no qualifications or knowledge that makes this suggestion valid, but	Central Corridor
Light Rail from Downtown to Fremont/Greenlake/Shoreline/Edmonds Light Rail from Downtown to Bellevue	Central Corridor
A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor.	Central Corridor

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<p>via Seattle Subway & seattletransitblog: A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network. A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle. An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year. A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>
<p>beefing up metro route 8 Stronger connections from the Georgetown/I-5 corridor across to the West Seattle/White Center area</p>	<p>Central Corridor</p>
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<p>Expanding the bike plan. Continuation of the good work that is already in motion: addition of new bike lanes, expanding/making safer the current ones. Would be amazing to see additional emphasis on making bike routes into downtown safer and more connected to the main bike corridors through the city. Also, GET RID OF THE MONORAIL. Could we use that elevated track for bike or pedestrian lanes?</p>	<p>Central Corridor</p>
<p>park to park transit</p>	<p>Central Corridor</p>
<p>1. A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>2. A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>3. An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>4. A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>
<p>Studying transit from Japan. They have it perfect, I don't see why we need to fumble around like 2-year-olds playing with Tonka trucks when we have a perfect system to reference right now. Stop wasting money on politics, and build us a system that serves the majority rather than serving as a political tool.</p>	<p>Central Corridor</p>

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<p>1. A fully grade-separated line that would extend the future Ballard to UW line eastward through U Village, Laurelhurst, Sand Point and through a new tunnel or floating bridge (not SR-520) across Lake Washington to Downtown Kirkland, through Rose Hill, and ending in Downtown Redmond with direct connection to the future terminus of the East Link extension to Downtown Redmond</p> <p>2. A fully grade-separated line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p> <p>3. A fully grade-separated, bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>4. A tunneled line from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system.</p>	<p>Central Corridor</p>
<p>Something that cuts across from Capitol Hill to Queen Anne. That is THE WORST surface-street traffic I ever run into.</p>	<p>Central Corridor</p>
<p>1) I ride Metro route 8 frequently between Capitol Hill, and Seattle Center. We should study a subway in this corridor (Central District to Seattle Center through Capitol Hill).</p> <p>2) If we're extending Link towards Tacoma, a bypass from downtown Seattle to the airport would make a big difference in overall travel time.</p>	<p>Central Corridor</p>

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<p>-Route 8 subway—I lived on/in Queen Anne, Capitol Hill, and the Central District for many years and worked in each. It's essential that this area be served by real rapid transit, especially since South Lake Union is such a jobs center with the growth of Amazon, Microsoft, and other tech companies. The 8 is always full, late, and stuck in traffic—it needs help.</p> <p>-Ballard to Northgate via Crown Hill (grade separated)</p> <p>-Georgetown/White Center line to airport, grade separated—it takes too long to get to the airport via Central Link! And those areas are high demand and tough to get to the rest of the city via transit.</p>	<p>Central Corridor</p>
<p>More connections from downtown to areas.</p>	<p>Central Corridor</p>
<p>Bellevue to Seattle</p>	<p>Central Corridor</p>
<p>Central district rail</p>	<p>Central Corridor</p>
<p>A bypass for going to/from Downtown Seattle to/from SeaTac (avoiding the Beacon Hill/Rainier Valley stops)</p>	<p>Central Corridor</p>
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	<p>Central Corridor</p>
<p>Fund the roads. Your only thinking is based on light rail, which is too expensive, to build and to maintain and which does not have the flexibility of cars. 84% of people in Seattle still use their cars and yet the funding (provided by those cars) gets spent on other projects. In a disaster, light rail would fail terribly.</p>	<p>Central Corridor</p>

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<p>Crosstown subway south of ship canal/Lake Union</p>	<p>Central Corridor</p>
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<p>More bike paths that could be used for off-road commuting. Better transit across 520 and I-90 Bridges. Bike access across 520</p>	<p>Central Corridor</p>
<p>Monorail</p>	<p>Central Corridor</p>
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor.</p>	<p>Central Corridor</p>
<p>A bypass line to the airport via Georgetown</p>	

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<p>Light rail or other high-capacity transit linking Belltown - Seattle Center - South Lake Union - Capitol Hill - Central District - Rainier Station - Mt Baker Station. This connects the high density areas of the urban core not already connected by direct high capacity transit and begins to make the system work as a comprehensive urban transit system, like that of other US cities with high ridership</p>	<p>Central Corridor</p>
<p>Build a real subway/light rail within the next 5-10 years, or watch people get too sick of the traffic and move out of the area. Seattle is experiencing a boom - take advantage of it and make it a sustainable, livable city!</p>	<p>Central Corridor</p>

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<p>route 8 Subway bypass line to the airport via Georgetown Issaquah to Kirkland line line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell</p>	<p>Central Corridor</p>

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<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>
<p>I am strongly in favor of the The Ballard Spur (Alternative "A4"). I live in Wallingford and would use the heck out of a the light rail if I had walkable access to a stop. Currently the nearest spot is several miles away. The Ballard Spur option with several Wallingford stops, especially the one on Stone and 46th would be ideal for me.</p>	<p>Central Corridor</p>
<p>While all of the proposed Seattle transit projects are of the highest priority for me, NONE of them should be the current style of Sound Transit's "heavy infrastructure" light rail (using train tracks, train signals, tunnels, elevated tracks, high costs, etc.). ALL of them should be "light infrastructure" light rail and be "streetcars" (travel at grade, on existing or expanded roadways, using street signals and lowering costs). I'd love for Sound Transit to consider "streetcars" as real options for regional transit planning.</p>	<p>Central Corridor</p>
<p>More projects along Lake City Way to Bothell!</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Grade separation and higher speeds for Central Link Westlake-Belltown-SLU-Capitol Hill-CD-Judkins Park light rail loop	Central Corridor
(1) A subway or gondola connecting Seattle Center/South Lake Union/Capital Hill. (2) A short circulator (like SeaTac airport) linking the Downtown Transit tunnel, Pioneer Square or James Street Station with the large first hill employment center, Harborview, then Swedish/SU.) Gondola also a possibility in this corridor. Downtown employment is spread out. Urban and suburban commuters can get there, but the last mile problem deters many potential commuters and leaves them in their cars. Madison BRT will help and so will a second Downtown transit tunnel with a connection to Lower Queen Anne and South Lake Union/Denny (as proposed by Seattle Subway). Commuters come from many, many places. So investments made at the ends of the spokes do not have the same impact for commute times as circulator investments at the centers of the spokes (Seattle, U District, Bellevue).	Central Corridor
Downtown Seattle to Kirkland	Central Corridor
UW to U-village. U-Village to Ravenna, Lake City Way, Kenmore and Bothell. UW to U-village, U-village to Childrens, NOAA, Kirkland, Redmond University Ave Streetcar to replace 70s buses Electric walkway from Link to Airport ticketing.	Central Corridor

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<p>Fast link to airport</p>	<p>Central Corridor</p>
<p>I wish there were more projects on the list. Neighborhoods like greenwood seem to be completely left out off the list, even though it is a dense neighborhood with many transit riders. Busses in the Seattle are still far too slow, too full and stop too often to be useful for non commuting trips.</p>	<p>Central Corridor</p>

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<p>park and rides within Seattle city limits</p>	<p>Central Corridor</p>
<p>Madison Street to Downtown Kirkland</p>	<p>Central Corridor</p>
<p>SOunder Stop at Golden Gardens/Ballard area</p>	<p>Central Corridor</p>
<p>addressing bicycles including registering and requiring insurance on them and also following rules and regulations.</p>	<p>Central Corridor</p>

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<p>Possible elevated or tunneled light rail from downtown to north Seattle, following Aurora/Hwy 99. Essentially replace the 358 with something less effected by traffic.</p>	<p>Central Corridor</p>
<p>Something addressing Denny Way and SLU</p>	<p>Central Corridor</p>
<p>Service to Central District, connecting westward to Capitol Hill & SLU, as well as southward to Rainier/I-90 Station</p>	<p>Central Corridor</p>

<p>http://seattletransitblog.com:</p> <p>(i love subways!)</p> <p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>
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<p>Fix the 8! Get it out of traffic. This would be my number 1 choice.</p> <p>Connect montlake freeway stations and the new light rail better to aid in transfers. ie. replace 48 with rapid ride like service connecting to 8 Light rail (above) and madison BRT.</p> <p>Look into alternative routing from SoDo to the airport via georgetown. MLK at-grade rail is too slow.</p> <p>Look at using the right of way from the viaduct to build transit along the new water front. use it to connect ballard and west seattle.</p>	<p>Central Corridor</p>

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<p>Light rail service to south lake union, belltown, east capitol hill/central district. These areas are hugely dense and filled with young, city-oriented people who are clamoring for useful light rail in their neighborhoods. They will be the easiest to tempt out of their cars, and will be very effective users.</p> <p>In general, please, please, please focus on the city's light rail network before the suburbs'. Make a core of effectiveness, and then radiate out as demand grows.</p>	<p>Central Corridor</p>
<p>Light rail across 520 or I-90</p>	<p>Central Corridor</p>
<p>Olympia</p>	<p>Central Corridor</p>

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Any proposal to create more of a network of light rail lines. Ballard to the U-District should be connected across the Lake to Kirkland and on to Issaquah via Bellevue. It's expensive, yes, but rail lines work best when there's greater connectivity, and the Seattle / Eastside corridors are only going to become increasingly congested, and for mass transit to function effectively in this non-linear environment a grid of sorts will need to be established.	Central Corridor
I - 5 mono rail or high speed maglift	Central Corridor
Sounder south to jblm & Dupont (possibly connecting to Thurston county), improving all day access for Kent to Seattle, access to JBLM, all night link (Minneapolis can do it so too Seattle), late night service for low-income	Central Corridor
Continuation of Ballard Link to Crown Hill, Greenwood, and Northgate Station.	Central Corridor
(1) Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. (2) A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. (3) A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.	Central Corridor
New Belltown to South Lake Union to Denny to Capital Hill to Madison to 23rd light rail.	Central Corridor
Ballard to Bothell line	Central Corridor
Maple Leaf/Greenlake to Downtown via Fremont or U-Dis, Greenwood to Downtown via Fremont/Greenlake, Wedgwood to U-Dis,	Central Corridor
Seattle subway, light rail from Seattle to Bellevue.	Central Corridor
See soundtransitblog.com they had great suggestions	Central Corridor
1) There are any number of high-volume, world-class transit systems available to study. The key features of those systems are (a) they don't compromise for the lowest-common-denominator solution, and (b) the majority of urban transit is underground. Surface or at-grade light rail fails both of these tests and should not be considered. 2) The region's transit solutions are fragmented, using incompatible systems. Get rid of redundancy and operational overhead and consolidate systems! We don't need monorail, SLUT, D-Line, trolleys, overhead wire, powered escalators, or whatever other crazy idea pops up. Quit settling for piecemeal stopgaps and build a comprehensive consolidated system!	Central Corridor

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<p>I completely disagree with your policy to limit parking at the light rail stations. If garages were added people would feel more inclined to use the light rail as opposed to riding the bus for 35 minutes to get to the light to ride the light rail 30 minutes.... or the could drive downtown from Rainier Beach in 30 minutes. Would you take the 65 minute commute or the 35 minute drive?</p>	<p>Central Corridor</p>
<p>A future corridor to study is an Aurora Ave N alignment.</p>	<p>Central Corridor</p>
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p>	<p>Central Corridor</p>
<p>Eastside Rail Corridor conversion to commuter transit, serving the communities of Renton, Kenndale, Bellevue, Redmond, Issaquah, Kirkland, Woodinville, Snohomish, Everett, North Bend, and Snoqualmie and the 3 major work centers: Renton, Bellevue/Redmond and Everett.</p>	<p>Central Corridor</p>
<p>Conversion of trails back to rail for commuter use.</p>	
<p>East - West rail connections in Seattle, particularly on Denny Way from Queen Anne to Capitol Hill. This area is impossible to move through by car or bus or streetcar because of gridlock caused by cars trying to reach I-5 or 99. These are high density areas that would be much better served by a light rail tunnel. There is also a desperate need for better East - West connections in South downtown Seattle connecting downtown to First Hill and the Central District. The bus routes through this area are horribly slow due to congestion.</p>	<p>Central Corridor</p>
<p>A line (elevated/tunnel, preferably) that extends from Ballard to Crown Hill/Greenwood (8th Ave & 85th St vicinity). This is a rapidly growing area of the city, with many young working families who need rapid, convenient service to Downtown.</p>	<p>Central Corridor</p>
<p>There should be a route from Ballard to Crown Hill/Greenwood, Shoreline, Lake City and possibly out to Bothell, with a connection at Aurora.</p>	<p>Central Corridor</p>

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faster trips to the airport by bi-passing some stops in the Rainier Corridor	Central Corridor
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<p>1) A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. 2) A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. 3) An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. 4) A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.</p>	<p>Central Corridor</p>
<p>I'd like to see a connection between the Mount Baker Link Light Rail Station and the future I-90 at Rainier light rail station. It doesn't make sense to have to travel to downtown Seattle to make this connection that is only 1 mile apart.</p>	<p>Central Corridor</p>
<p>It is not clear if i90 or 520 bridges are included and at what point. I see the biggest potential and need in a cross lake (not stuck in traffic bus) transit option.</p>	<p>Central Corridor</p>
<p>A Ballard, Crown Hill, Greenwood, North Seattle, Lake City to Bothell line, and a faster bypass to the airport via Georgetown</p>	<p>Central Corridor</p>

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<p>Connect light rail from ballard to northgate or ballard to 145th street station to gain another north corridor of light rail that would make a loop once completed. (downtown to ballard to northgate/ or 145th(or is it 130th??) back to UW to capital hill to downtown)</p> <p>I believe a loop will result in far far more usage than a hub and spoke design with only downtown being in common.</p> <p>Another item that should be considered is adding park and ride garages (at least 300 spaces) to ALL of the stops north of Northgate mall. The current plans seem to 1) convert bus riders into light rail riders (they will take a bus to the light rail station, and then take the light rail. This does not increase overall mass transit usage 2) only add new mass transit users who live within half a mile of the new mass transit stations.</p> <p>By plentiful park and ride spots, more residents will begin to use mass transit by driving to the park and ride, and then taking the light rail, instead of making a much longer car only trip. Look at Denver, Boston, DC and California. Almost all of their stops outside of the city core have</p>	<p>Central Corridor</p>
<p>A subway system for the entire region, like we should have built a few decades ago.</p>	<p>Central Corridor</p>

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<p>Ballard to Fremont to University District should be explored. Fremont to Downtown through Westlake should be explored.</p> <p>Many businesses expanding/coming to Fremont up through to the U District. UW is working to expand the start up businesses between Fremont and the U District.</p>	<p>Central Corridor</p>
<p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.</p>	<p>Central Corridor</p>

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 Central Corridor

<p>Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. A light rail line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. A bypass line to the airport via Georgetown. An Issaquah to Kirkland line that connects in South Bellevue</p>	<p>Central Corridor</p>
<p>Light rail from Downtown to Ballard should not end at Market Street, but should continue northward for at least a couple of miles. This would provide a large increase in the area and population served by this route. This would complement the coming rail line to Northgate and give much of North Seattle the ability to travel quickly and reliably downtown via light rail.</p> <p>Given that a significant fraction of the cost of a Downtown/Ballard line is the Ship Canal crossing, it seems wasteful to not extend the line northward (at relatively low) cost, once the major expense has been incurred.</p>	<p>Central Corridor</p>
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.</p>	<p>Central Corridor</p>
<p>a True BRT bus, dedicated bus lanes in all Interstates and main highways in the region, not only HOV. Decreasing the use (and need) of Park & Ride, by limiting sprawl - or increasing it to the actual cost = charge for the pollution of cars commuting long distances and more often, use of sewer and water; pricing congestion to certain areas in Downtown.</p>	<p>Central Corridor</p>
<ul style="list-style-type: none"> •A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor •A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. •A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. 	<p>Central Corridor</p>
<p>Ballard Sounder/Amtrak station</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Access to Fremont; better access to West Seattle.	Central Corridor
East Kent, Covington, Maple Valley, Black Diamond are all underserved, with large populations.	Central Corridor
Downtown to Ballard (Market St. vicinity) is very short sighted. Only going to market does not serve most of Ballard residents whereas to NW 85th & 15th Ave NW does. Route that should be addressed or proposed is Downtown to North Ballard (85th NW) with expansion to Northgate which would serve Crown Hill, parts of Greenwood etc.	Central Corridor
Subway mirroring Metro Route 8 Airport Bypass via Georgetown Ballard-CrownHill-Greenwood -Lake City -Bothell grade separated rail line	Central Corridor
I used to ride the bus twice a day - Metro took that option away from me by the reduction and elimination of routes. You can expand light rail all you want but if I can't get there it is a waste of my tax dollars.	Central Corridor

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<p>Light rail that extends up into NE Seattle</p>	<p>Central Corridor</p>
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.</p>	<p>Central Corridor</p>

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Creating a Sounder station in Magnolia/Interbay.	Central Corridor
Metro route 8 Subway to connect Belltown to Cap Hill Bypass line to the airport via Georgetown	Central Corridor
A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.	Central Corridor
A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.	Central Corridor
Capitol Hill to Seattle Center along Denny	Central Corridor
Ballard - Redmond	Central Corridor
Service to Greenwood/Phinney Ridge/Crown Hill	Central Corridor
A bypass line to the airport and to Tacoma. An express service serving the corridor from Seattle to Seatac and Tacoma in about 1 hour should be a high priority. The major advantage is that currently the Seattle rental and housing market is pricing many people out of the ability to live in Seattle and connecting to Tacoma would encourage commuters to consider living in areas like Tacoma where housing is affordable. Currently, the limited Sounder service is inadequate to accommodate most peoples variable schedules.	Central Corridor
Funding should go to completing a loop of trains to go around Seattle itself and then running enough trains that wait times are only a few minutes. Also, budget to make the trains very safe and run most of the evening.	Central Corridor
SLU to Capital Hill elevated light rail	Central Corridor

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<p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p>	Central Corridor
<p>Downtown to Ballard via Upper Queen Anne and Fremont.</p>	Central Corridor
<p>Rail transit options between Seattle and Olympia.</p>	Central Corridor
<p>Plans to provide SOVs more efficient mobility.</p> <p>I believe the future not to be managed hi density transit but autonomous SOVs.</p>	Central Corridor
<p>HWY 18 corridor transit access</p>	Central Corridor
<p>Ensuring that low-income and immigrant communities are well-served and not displaced by transit-oriented development.</p>	Central Corridor
<p>Subway routes from: SLU to Capitol Hill, SLU through downtown the ID and continuing south, Subway routes from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell</p>	Central Corridor
<p>Light Rail from Woodinville to Seattle via Bothell / Lake City Way</p>	Central Corridor
<p>More ways across the lake!</p>	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>Light rail from downtown Seattle to Issaquah through Bellevue, with a stop at the Bellevue park & ride. I live on Capitol Hill and work at Bellevue College (close to the park & ride) and would love to be able to take mass transit to work.</p>	<p>Central Corridor</p>
<p>Downtown to north Seattle/Lynwood/shoreline via 99 light rail.</p>	<p>Central Corridor</p>
<p>Something on the north and east sides of Cap Hill. Like along 23rd Avenue and Danny. Getting East/West in SLU is terrible.</p>	<p>Central Corridor</p>
<p>Lightrail/subway route from Belltown to South Lake Union to Captiol Hill to Central District/23rd. This is a high demand route, but the 8 is too unreliable to try to use on a regular basis. It is poorly served by current transit options and taking the existing/planned lightrail routes would be burdensome and inconvient to travelers. Also SLU is set to become the most dense neighborhood in the city and will need far better transit in the future.</p> <p>A lightrail line that bypasses Rainier Valley. It would speed trips to the airport and make faster connections into South Puget Sound lines.</p> <p>A northbound connection from Ballard into Crownhill and Greenwood neighborhoods that connects into the Northgate light rail station.</p> <p>A connection from Northgate to Bothell and other points along 522.</p>	<p>Central Corridor</p>
<p>Projects that connect the top of Queen Anne into all this need to be added. The current bus system does not connect well with the light rail options. Also need to give more consideration to connecting Magnolia into these projects. If I want to go from top of Queen Anne to Ballard, from top of Queen Anne to top of Magnolia, or Magnolia to Ballard my only option really is to drive. Also need to ensure that Ballard, Queen Anne and Magnolia have projects that connect them to the 520/Eastside corridor. You still have too many people who drive to Redmond/Bellevue from Ballard, Queen Anne and Magnolia because there isn't anything direct from these neighborhoods that go to the east side.</p>	<p>Central Corridor</p>

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<p>-Light rail/subway connecting from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This would connect Madison BRT, First Hill Streetcar, SLU Streetcar.</p> <p>-A bypass line to the airport via Georgetown</p> <p>-A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.</p>	<p>Central Corridor</p>
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system.</p>	<p>Central Corridor</p>
<p>Light rail to/from Greenwood Ave N</p>	<p>Central Corridor</p>

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<p>Dramatically increasing bus frequency on city routes.</p>	<p>Central Corridor</p>
<p>to Kenmore - Bothell - Woodinville</p>	<p>Central Corridor</p>
<p>Transit connections with bike corridors.</p>	<p>Central Corridor</p>

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<p>Additional in-city projects for Seattle. Particularly, connecting neighborhoods in non downtown-focused commute patterns (ie: east/west).</p>	<p>Central Corridor</p>
<p>Transit service to Capitol Hill/23rd corridor</p>	<p>Central Corridor</p>
<p>Bike and pedestrian, not parking!</p>	<p>Central Corridor</p>
<p>Direct transit from West Seattle to Renton is not listed. As West Seattle continues its growth the West Seattle Bridge and surface streets will become more congested with cars. We need more options to get to South and East King County from West Seattle.</p>	<p>Central Corridor</p>

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<p>I'm not sure if this is included in the NE 145th study, but a loop around the lake from Capitol Hill to Ballard would be my #1 option.</p>	<p>Central Corridor</p>
<p>More bicycle tracks, including lighting on the burke-gillman trail</p>	<p>Central Corridor</p>
<p>Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District A bypass line to the airport via Georgetown</p>	<p>Central Corridor</p>
<p>Downtown to issaque</p>	<p>Central Corridor</p>

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<p>Rapid Ride From White Center to Seattle Center</p>	<p>Central Corridor</p>
<p>the different expansion options barely connect to other expansion option or to what already exists. Why not put Seattle downtown, Bellevue and the airport as a hubs and have the outlying areas feed to the hubs above grade level and right down the I-5 and 405 corridors. This way folks can see how fast transit moves versus the cars.</p>	<p>Central Corridor</p>
<p>West Seattle to Redmond.</p>	<p>Central Corridor</p>
<p>light rail to airport extended to West Seattle (w/ parking) & parking associated with options in less dense areas to enhance accessibility (and I DON'T mean bikes and peds).</p>	<p>Central Corridor</p>
<p>520 transit</p>	<p>Central Corridor</p>

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 Central Corridor

Improving car traffic flow, not obstructing it as the current plans do.	Central Corridor
Downtown Seattle to Redmond via 520,	Central Corridor
Transportation frpm capitol hill to south Lake union, the 8 awful!	Central Corridor
Consider more infill stations in Seattle - for example, a station in Maple Leaf or the south side of Capitol Hill. Also, I'd prefer to see a Ballard-Northgate route over a Ballard-U District route, since the Greenwood/Phinney Ridge area is relatively unserved.	Central Corridor
Massive moving sidewalks, like being in a giant airport, that makes walking longer distances at a faster pace possible.	Central Corridor
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	Central Corridor

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<p>-Metro rt. 8 subway: Belltown --> South Lake Union/Denny --> Capitol Hill --> Central District/23rd corridor -bypass line to the airport via Georgetown (for South King & Pierce) -Issaquah to Kirkland line, connecting in South Bellevue -Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell</p>	<p>Central Corridor</p>
<p>A link light rail line connecting Madison Park and the Madison street corridor to downtown</p>	<p>Central Corridor</p>
<p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor.</p>	<p>Central Corridor</p>
<p>An east-west line from Queen Anne through South Lake Union and Capitol Hill to the Central Area.</p>	<p>Central Corridor</p>
<p>Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service, and improve service for Georgetown and South Park</p>	<p>Central Corridor</p>
<p>1. A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle. 2. A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>

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 Central Corridor

Projects for East Renton-Maple Valley-Black Diamond	Central Corridor
Ballard to Northgate	Central Corridor
Link tunnel through Queen Anne to Ballard from downtown and link tunnel through West Seattle to White Center	Central Corridor
light rail from seattle to burien	Central Corridor
A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.	Central Corridor
Seattle Subway? Or emphasis on more subway-like functionality?	Central Corridor
Shoreline to Downtown Seattle or connecting area.	Central Corridor
West Seattle to seatac airport light rail. Ballard to west Seattle by way of downtown/waterfront light rail	Central Corridor
Capitol hill connection to Ballard and Fremont	Central Corridor
There should be elevated light rail from West Seattle to Ballard and places north...so we in West Seattle don't have to go downtown first and then to Ballard. Now that the viaduct is being taken away from us it will takes us twice as long to go to Ballard. Also, why oh why are we taking a six lane viaduct and turning it into a four lane tunnel in an expanding city???	Central Corridor
More park and ride centers in the city, more improvements to I-5, study of east-west underground viaducts in Seattle to let residents of neighborhoods more easily access I-5. Anything that makes traffic better and easier and cheaper to own and to get around by car, since many of us still need cars.	Central Corridor
We desperately need a solution for 405 between Kent and I-90. How come a double-decked solution can't be implemented? Building up seems to be an option that is disregarded, for whatever reason.	Central Corridor
Light rail up 15th ave NW to cover crown hill/greenwood.	Central Corridor
Downtown Seattle to Bellevue	Central Corridor
Light rail to Northgate.	Central Corridor
Expand bus service	Central Corridor
Seattle to Bellevue	Central Corridor

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<ul style="list-style-type: none"> • Lower Queen Anne/Belltown to Capitol Hill via S Lake Union (route 8 corridor) - grade separated light rail • Bothell to Lake City to Northgate/Ballard - BRT & light rail • Bothell to Lake City to to U District - BRT & light rail • Capitol Hill to Mt Baker - BRT & light rail • Kent to Southcenter to Downtown (via Georgetown) - BRT & light rail • BRT on the Aurora corridor (simply bringing the RapidRide E to true BRT standards with full time dedicated lanes) • Downtown to West Seattle to Burien - BRT • Additionally using more efficient trains on South Sounder to build a frequent all day route to carry the bulk of longer distance (Tacoma-Seattle) travel <p>*BRT means at a minimum dedicated lanes</p>	<p>Central Corridor</p>
<p>More bike lanes and bike corridors should be included.</p>	<p>Central Corridor</p>
<p>east west option from Ballard to Univ Village to Magnusan Park? It currently takes forever to drive those distances and the streets are all on road diets so there is no way to get five miles across from east to west without it taking 20 minutes to an hour. We need another way to access North Seattle.</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>1) A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>2) A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>3) An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue.</p> <p>4) A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>
<p>Building and expanding park and ride lots at Link light rail and transit center locations.</p>	<p>Central Corridor</p>
<p>More east west rapid bus connections especially north of the canals. The 43 and 48 aren't cutting it.</p>	<p>Central Corridor</p>
<p>Tunnel under Lake Washington connecting Sand Point to Kirkland.</p>	<p>Central Corridor</p>
<p>West Seattle or White Center to Everett - light rail or express bus</p>	<p>Central Corridor</p>

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<p>Faster connection from Downtown to Airport/Pierce Link, via possible georgetown bypass</p>	<p>Central Corridor</p>
<p>LRT along Eastside Rail Corridor, LRT on 520 bridge</p>	<p>Central Corridor</p>

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<p>Magnolia options... I have lived in 14 major cities in the US... Seattle shockingly has the absolute worst transit, the worst traffic, and arguably the worst roads (beating LA corridor, SF Bay Area, Chicago, DC and in most cases, NYC/ Manahattan/ boroughs and Jersey highways & bridges...) I don't take public transit here bc it is so undependable and inaccessible; where other cities I used as my primary transport. The city planners' lack of foresight has me in awe(?) Downtown is an absolute mess. More than 4X, it has taken me an hour to get from my house in Magnolia to 7th/ Pike area during rush hours. Lights are not even timed in this city in most cases... SF downtown streets are just as crooked with hills and one-ways everywhere, and sharing with trolleys - - but it moves/ flows. Road closures make no sense and overlap - causing unnec burdens (closures of bridges AND viaduct while also working on Mercer corridor and other main thoroughfares is comical...) Commuting is very, very messy here. It seems there must be management by committee and no 'one' resource knows what the other parties are up to simultaneously to try to coordinate a cohesive plan?</p>	<p>Central Corridor</p>
<p>There needs to be rail service from downtown to Interbay, which would serve Queen Anne and Magnolia, not just Ballard.</p>	<p>Central Corridor</p>
<p>Study to ensure light rail doesn't just bring gentrification to low-income aces. For example, low- and middle- income families and communities of color have been priced out of Beacon Hill and Columbia City since the light rail went in. How can we combine transit-oriented development with real (not Seattle wishy-washy confrontation-avoidant) changes that protect the ability of people to continue being able to afford their own neighborhoods?</p> <p>Also missing:</p> <ul style="list-style-type: none"> - Rapid link directly from downtown to the airport via Georgetown (not just long neighborhood route) - rapid transit east to west in both north and south Seattle. NE 65th or 85th, west Seattle to beacon hill, central district to downtown, etc. - longer term: underground rail to major Seattle parks. 	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
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 Central Corridor

<p>There needs to be a better connection in the Central District to the transportation network - the Capitol Hill station is still too far away. 23rd and Jackson should be considered as a place for a stop instead of the planned freeway station, which is too far away from good bus connections to be useful for that neighborhood.</p>	<p>Central Corridor</p>
<p>Additional bike corridors that connect areas that are separated from the street.</p>	<p>Central Corridor</p>
<p>Much more bus service.</p>	<p>Central Corridor</p>
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>
<p>There should be more streetcars in central areas to connect residential areas to light rail.</p>	<p>Central Corridor</p>

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 Central Corridor

Expanding capacity on current trains and securing a downtown bus tunnel only for light rail. Adding additional locations makes no sense if it means that the current central light rail from downtown to SeaTac is only going to get more crowded. Trains, particularly at rush hours, are almost always standing room only. I often take the bus, which is longer, because of the miserable conditions and often short tempers on the trains.	Central Corridor
Alki area: from the south end of Beach Drive around the light house to Alki ave to the west seattle bridge.	Central Corridor
Light Rail Link to Central District from Downtown Seattle	Central Corridor
Light rail options from downtown--> Capitol Hill--> university of Washington--> Sandpoint way and Children's Hopsital.	Central Corridor
U-District Light Rail to Downtown Redmond	Central Corridor
I may have missed the wording, but I would like to see better public transit to the east side from Seattle.	Central Corridor
Lower and Upper Queen Anne Light rail stop from downtown to ballard	Central Corridor
Metro route 8 subway from Belltown to South Lake Union / Denny to Capitol Hill to Central District / 23rd corridor. Bypass line to airport via Georgetown to speed up Link service to/from downtown Seattle. A line extending from Ballard to Crown Hill, Greenwood, North Seattle, Lake City, and our to Bothell.	Central Corridor
A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.	Central Corridor
Burien and White Center should be on light rail	Central Corridor

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 Central Corridor

Light rail? Tunnels? It seems that only the most expensive alternatives are brought up. I'd like to see expanded bus service, more ideas on moving traffic by fixing bottlenecks. I'd also like to see costs next to the ideas. Can we stop being experimental with ideas that haven't been done before? Bertha and the tunnel for instance? Light rail over water? I live in West Seattle and couldn't pick any of the top three projects as they all have to do with light rail. It's too expensive and ugly (the monorail idea from years ago was scrapped because our then Mayor Nicols said it was too ugly-and light rail is pretty? Reminds me of the run down neighborhoods in Chicago, all the wires and cables that never showed up in the illustrations given to us. The monorail is at least sleek and quiet)	Central Corridor
NONE OF THESE PROJECTS ADDRESS THE LACK OF SERVICE TO MAGNOLIA. WE LIVE IN THE CITY YET IT TAKES DOUBLE TO THE TIME TAKE A BUS AS IT DOES TO DRIVE.	Central Corridor
A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.	Central Corridor
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Ballard/ Downtown via Westlake not "at-grade" ie, elevated or tunnel. "At-grade" should be avoided, to help reduce car-traffic related congestion.	Central Corridor
Ballard / North Seattle to Capitol Hill mass transit options	Central Corridor
Ballard to crown hill and north Seattle	Central Corridor
Light Rail to and from Downtown to Queen Anne and Fremont	Central Corridor
UW bridge\tunnel\transit to Kirkland	Central Corridor
A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service.	Central Corridor
Transit from Magnolia: -to downtown Seattle -to Ballard -to University District -to West Seattle	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

1) Light rail options that connect the Eastside (Bellevue/Redmond) with Seattle (University District) via the 520 floating bridge	Central Corridor
2) Light rail options that connect the Eastside (Issaquah/Bellevue/Mercer Island) with Seattle (Downtown) via the I-90 floating bridge	
Additional E-W city routes. Using downtown and U district as connection hubs is time consuming and out of the way for many trips. Especially since traffic in those areas is often horrendous.	Central Corridor
1. I'd love to see East/West projects within Seattle evaluated. For example, light rail from West Seattle to Columbia City or Beacon Hill stations or light rail from Ballard to Fremont to U-District. 2. I am fan of and advocate for Rapid Ride, such that it is right now. I'd love to see resources dedicated to fully implement RR and reap even greater benefits. 3. Maybe this is included in the proposed Transit Oriented Development Program but I'd like to advocate for quality and affordable child care facilities and pre-schools near transit hubs. I've spent too much time in my car over the last three years taking my child from the West Seattle Junction to White Center for quality and affordable daycare because I couldn't afford the childcare options near where I live nor where I work in downtown Seattle. If I could walk from my house to drop off my child then hop on a bus or light rail to get to work I'd save time and our air would be cleaner. Thanks!	Central Corridor
We should connect these light rail projects, are these already in the works (I really hope that one day I can take light rail from everett to tacoma: downtown to northgate, northgate to lynnwood, lynnwood to everett, downtown to bellevue, bellevue to renton, renton to burien and downtown to tacoma	Central Corridor
* Something traffic separated for Denny Way, to replace the part of the 8 route that's supposed to stay the 8 in next year's reorg. Seattle Subway is advocating for a tunnel here; personally I think Matt Gangemi's gondola idea is underrated and worthy of serious study. * Some kind of express route from downtown to the airport, not so much for the airport itself as to save time for people coming to Seattle from further South. * Some set of improvements for Rainier Valley - U-District bypassing downtown. Potentially another light rail that connects Mount Baker transit station to East Link and then on to Husky Stadium, though I suspect that will be too expensive for the ridership potential, so a BRT replacement for the 48 and/or 8S should be considered.	Central Corridor
Cycling and walking infrastructure linking the 3 counties	Central Corridor
Grid pattern bus system rather than centralizing buses through downtown Seattle.	Central Corridor

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<p>A subway line similar to KC Metro's Route 8, connecting Lower Queen Anne with Belltown, SLU, Denny Triangle, Capitol Hill, and the Central District.</p>	<p>Central Corridor</p>
<p>Light Rail or through East Queen Anne to Fremont (light rail that connects Fremont and East Queen Anne to downtown would be of great benefit).</p>	<p>Central Corridor</p>
<p>East-West routes are lacking in Seattle. I live in Magnolia and it is very difficult to go to NE Seattle or the Central District. I think it would make sense to have a route that runs North - South on 15th Ave W from Downtown to N. Ballard and then connects along Holman/ 105th to Northgate. (East - West on Northgate Way to Lake City.)</p>	<p>Central Corridor</p>
<p>Train/light rail from north Seattle to downtown Seattle</p>	<p>Central Corridor</p>
<p>We need more east-west rail and bus options in Seattle.</p>	<p>Central Corridor</p>
<p>Better coordinated mass transit to and from Magnolia</p>	<p>Central Corridor</p>

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 Central Corridor

<p>Denny Way subway. From Queen Anne to SLU to Capitol Hill. This is a must to relieve the issue of constrained ROW along Denny Way on the busiest and most dense area of Seattle.</p>	<p>Central Corridor</p>
<p>- A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>- A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>- An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue.</p> <p>- A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>
<p>1) Improvements to East-West mobility through SLU / Denny Triangle / Capitol Hill (Metro Rt 8 Corridor) 2) Light rail service though the Georgetown / South Park / Duamish Industrial Corridor. 3) Light rail extensions from Ballard north through Greenwood, etc 4) Streetcar "Center City Connector" & "Broadway Extension" 5) Streetcar north end connections, connecting SLU / Eastlake with Capitol Hill directly (closing the loop)</p>	<p>Central Corridor</p>
<p>Light Rail project from Seattle to Bellevue via tunnel (or elevated)</p>	<p>Central Corridor</p>

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A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor.	Central Corridor
Put elevated trains only along I-5 and I-90	Central Corridor
1. Light rail spur to downtown Renton. 2. Light rail along Seattle waterfront. 3. Lake Washington trolley loop and dedicated bike lane. 4. Pedestrian improvements, esp. over the Fremont Bridge.	Central Corridor
East-West "Route 8" underground rail connection from Belltown to SLU to Capitol Hill.	Central Corridor
A faster bypass for the current downtown Seattle -> Airport light rail A connection from the ballard <-> udistrict line that goes north through greenwood	Central Corridor
East West Corridors	Central Corridor
Metro Route 8 study	Central Corridor
Finish the existing projects scheduled through 2023 and THEN come back for more.	Central Corridor
Seattle to Olympia via light rail!	Central Corridor
Tunnel route serving Queen Anne, Uptown, and Belltown should be strongly considered in downtown/Ballard extension.	Central Corridor
Streetcar extensions and system plans should be further developed and presented as an important component of ST3. Examples of improvements include, SLU line extending North and connecting to Capitol Hill line at Roanoke; Queen Anne could be connected to Pioneer Square; And West Seattle Streetcar has a nice ring to it...	Central Corridor
Trolley connecting The Central District to Capitol Hill/downtown/Beacon Hill	Central Corridor
More evaluations of east-west transit options	Central Corridor
No point having sounder service up north until service is reliable (I.e. a tunnel through the slide prone area)	Central Corridor
uw to bellevue I believe that for light rail to truly be successful it needs to connect all these 'main' spots: downtown seattle, west seattle, uw, tacoma, kent, everett, bellevue, kirkland, and ballard. imagine if we could connect the entire greater seattle area.	Central Corridor
Where are the connections between lines? What good are all of these routes, if they don't connect. What's the point of the holes in the system?	Central Corridor

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<p>Light rail on 520 and I-90 bridge to Redmond and Issaquah respectively. Then a north/south line perpendicular to said line from at least Bothell to Kent.</p>	<p>Central Corridor</p>
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.</p>	<p>Central Corridor</p>
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<p>Sounder stop in Ballard</p>	<p>Central Corridor</p>
<p>Belltown-SLU-Capitol hill subway line</p>	<p>Central Corridor</p>

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 Central Corridor

Light Rail on 522 or from Magnusson across the lake. UW to Ballard	Central Corridor
Restoring and expanding the old streetcar line to Lake City from the south -- UW to Bothell. I'd support studying the widest range possible.	Central Corridor
Copied from Seattle Transit Blog, these are all high-impact projects that haven't been studied: A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network. A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle. A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.	Central Corridor
Denny and Queen and traffic cluster.	Central Corridor
Subway or BRT along the current Metro route 8	Central Corridor

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<p>For the love of all that is good when it comes to transit, study more options for light rail within Seattle and connecting to areas VERY close to the city. Light rail to the central district, fremont, georgetown, etc...</p>	<p>Central Corridor</p>
<p>Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill</p>	<p>Central Corridor</p>
<p>Tunnel from SLU to CD via Capitol Hill. Continue Ballard line through Crown Hill to Lake City Way and on to Bothell.</p>	<p>Central Corridor</p>
<p>Some of the projects on the list are never going to be cost-effective uses of taxpayer money and should be removed from the list. For example West Seattle light rail or some of the other suburban projects.</p>	<p>Central Corridor</p>

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 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>Please look at the ideas being proposed by Seattle Subway</p> <p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>
<p>Examine TOD potential of the 4th Ave South corridor between South Dawson Street and South Michigan Street.</p>	<p>Central Corridor</p>
<p>Mass transit (light rail) options in North Seattle, North Ballard, Greenwood, Greenlake area</p>	<p>Central Corridor</p>
<p>Studies to examine the potential socioeconomic impacts of expanding various transit routes on poor communities and communities of color in Seattle region.</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
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<p>Increase Rapid transit to south Seattle, Seward park, hillman city. I recently moved to driving my 6.5 mile commute because it took one train ride & one bus for a total of 50+ minutes to get from downtown to hillman city. That is ridiculous. Plus, the 7 bus is slow and disgusting.</p>	<p>Central Corridor</p>
<p>- A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p>	<p>Central Corridor</p>
<p>Light Rail from Lake City-Northgate-Ballard (Connection to Downtown via Ballard-Seattle LRT).</p> <p>Light Rail from Mt. Baker Link Station-to Lake City via Rainier Station (transfer to East Link)- 23rd Avenue (stations at Jackson, Cherry, Union, and Madison)-Montlake-UW Link Station-University Village-Ravenna (with surface, elevated, and tunnel segments).</p> <p>Light Rail from Mt. Baker Station to Capitol Hill LINK Station via Rainier Link Station (transfer to East Link)- Little Saigon-and serving First Hill/Seattle University area, via 12th Ave or 14th Ave (primarily at grade on Rainier Avenue and primarily in tunnel from Jackson St. north to Capitol Hill Link Station.</p> <p>Light Rail from Lower Queen Anne to Central District via South Lake Union and Capitol Hill (tunnel and elevated segments)</p> <p>Light Rail from SODO Link Station to Tukwila International Blvd. Station, via Georgetown and South Park (elevated)</p>	<p>Central Corridor</p>
<p>Increase buses on all routes, increase lightrail to large parks (greenlake, lake union, arboretum, lincoln, etc)</p>	<p>Central Corridor</p>
<p>SUBWAY services</p>	<p>Central Corridor</p>

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<p>Not sure what you're talking about. ???</p>	<p>Central Corridor</p>
<p>how to get rid of light rail -- what a waste of money and drain on society -- those who supported it should be ashamed</p>	<p>Central Corridor</p>
<p>University Link Extension needs more stations. There is a large area of North Capitol Hill along the link route that could be serviced well by a station between the University of Wash station and the Capitol Hill Station. The route is great but as a North Cap Hill resident, neither station is within a reasonable distance to make it usable for me.</p>	<p>Central Corridor</p>
<p>Renton should be connected by light rail to the system.</p>	<p>Central Corridor</p>
<p>Seattle subway</p>	<p>Central Corridor</p>
<p>1st Hill Link Station</p>	<p>Central Corridor</p>
<p>We need a FAST way to get passengers from Link Light Rail to Redmond and back. Traffic from Seattle to Redmond and back is getting unbearable, particularly when there are sports games in the evenings.</p>	<p>Central Corridor</p>
<p>Montlake connection to downtown, since #25 is disappearing</p>	<p>Central Corridor</p>

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<p>Use of east side rail link for Sounder trains.</p>	<p>Central Corridor</p>
<p>Downtown Seattle to Renton express bus, light rail, or trolley.</p>	
<p>Cross-lake transit expansions</p> <p>We need a real, connected, thorough metro that goes every where in the state and is especially dense in Seattle and it's nearby cities. It needs to actually connect or it is useless, and I don't mean busses or trams. Elevated, or subsurface, out of the way of traffic, on time, and everywhere. Please and thank you!</p>	<p>Central Corridor</p>
<p>Rail/tunnel along Denny/SLU in Seattle, to Capital Hill and Central District. So many new jobs and homes are coming into SLU that it really needs to be linked into the system. Currently Metro route 8 is a poor substitute for tunnel transit given how the Denny corridor is clogged during peak hours and events at Seattle Center.</p>	<p>Central Corridor</p>
<p>Central area tunnel/link to Ballard</p>	<p>Central Corridor</p>

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Supporting the central district and underserved Seattle neighborhoods that depend on transit to get to work and school.	Central Corridor
FINISH THE LIGHT RAIL	Central Corridor
Ballard to Crown Hill, bypass to SeaTac Airport, reproduce Metro Route 8 (always sits in traffic!)	Central Corridor
Fremont to Downtown	Central Corridor
Seattle to Kirkland	Central Corridor
Seattle subway recommendations	Central Corridor
Commuter trains or similar connecting Bellevue/Redmond to Seattle via I-90/520	Central Corridor
light rail across SR520	Central Corridor
This whole thing is a huge waste of money and should be abandoned. The usage and ridership is not sufficient to pay for itself and billing (via government funds of any sort) for boytoy projects (examples of which are current useless light rail that goes slower than previous bus services and then eliminated those services so that we are stuck with worse) that don't provide value. Stop it and the next question (#8) is not relevant if you can't get people to use the service because it's like what you have offered so far. Lastly link/light rail is not mass transit that's the problem. It's problem. Light rail 'can move those people but it doesn't and won't because it's not a good service.	Central Corridor
Link to the Eastside (Bellevue, Redmond)	Central Corridor
1. A grade-separated East-West light rail line serving Lower Queen Anne, Seattle Center, South Lake Union, Capitol Hill and possibly the Central District. 2. A light rail line (again, grade-separated), that bypasses the Rainier Valley, decreasing travel times to downtown from Sea-Tac and points south.	Central Corridor
Project to increase service on existing and future transit infrastructure. More trains and buses (i.e. every five minutes minimum), and 24 hour service.	Central Corridor
More BRT. The expense and time required for light rail is a serious concern. Just because some white people in Seattle think of bus transit as only for poor, brown people doesn't mean we should abandon the cost-effective, efficient option that it is. [That race-and-class-heavy sentiment is from observation within my downtown office.]	Central Corridor
Expansion of current bus routes in S. Seattle region and S. King County.	Central Corridor
LIGHT RAIL in and out of West Seattle to Downtown - NOT "Rapid" bus service which is nothing but an expensive joke.	Central Corridor
Light rail from downtown to Bellevue	Central Corridor
A Link Light Rail south Seattle bypass (avoiding MLK Blvd.)	Central Corridor

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Light rail from U District to Lake City via Sand Point Way	Central Corridor
More bus rapid transit; less light rail. Much more bang for the buck with bus rapid transit especially with grade separation.	Central Corridor
Cost-benefit study of dedicated express bus lanes with access by shuttle vans and dedicated bike paths, compared to light rail, for each proposed project.	Central Corridor
They need to expand the light rail more in downtown Seattle. I feel that right now the mass transit system is focused on serving citizens in the outlying areas. It takes at least 30min to take the bus from Lower Queen Anne to 1st Hill. Expanding the light rail to connect neighborhoods like those will benefit citizens who reside closer to the city the most.	Central Corridor
Much increased bus frequency.	Central Corridor
lake union loop, connection between downtown waterfront and lake union	Central Corridor
Light rail the goes East/West from Magnolia to SLU to Cap Hill to Madison Valley	Central Corridor
East link i-90 station	Central Corridor
Downtown Seattle to Everett passing University District	Central Corridor
I actually do feel this is a good set of projects to study, but I wanted the opportunity to encourage special consideration for Seattle-Eastside connections. I-5 is bad, 405 is bad, traffic is bad everywhere, but N-S there are options--exits, backroads, etc.--W-E there are literally two ways to get over the lake and congestion is out of control with no way out. A train could be immensely helpful.	Central Corridor
seattle transit blog's suggestion: Link bypass thru Georgetown. With a Georgetown station too please.	Central Corridor
Also, 23rd ave north Capitol Hill to south lake Union	
Downtown Seattle (or U-District) to Downtown Bellevue on new 520 Bridge via Lightrail (This limits job options for students and residents of Seattle).	Central Corridor
I will vote no to anything not grade separated	Central Corridor
Northgate pedestrian bridge.	Central Corridor
Bypass line via Georgetown (possibly integrated with service east to Southcenter & Renton).	
Some better way to connect Issaquah & downtown Seattle. (I understand the Totem Lake - Bellevue segment of E-03. The Bellevue - Issaquah segment makes less sense to me.)	
Subway/light rail along Denny to Cap Hill Station	Central Corridor

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All tunnel option from Downtown to Ballard via Queen Anne. That is by far the best long term solution for this region. While expensive, it will serve the community best for hundreds of years to come.	Central Corridor
Using the monorail as an extension of the light rail for Ballard or through Eastlake to the University District.	Central Corridor
Light rail from bothel/kenmore/Lake city (3 < stations)/ravenna/univerisity village/wallingford (3 < stations) / woodland zoo/ballard LR redmond/kirkland//noaa/childrens/university village Eledtric walkway at airport to link Street car on university ave to replace 70s buses	Central Corridor
More buses and bus routes	Central Corridor
<p>1) A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>2) A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p> <p>3) A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service.</p>	Central Corridor
Monorail. More emphasis on elevated rail. At-grade rail is inferior. WAY more emphasis on BIKE and PEDESTRIAN infrastructure.	Central Corridor
More east to west projects. For Example West Seattle - Beacon Hill Station - Bellevue	Central Corridor
northeast seattle oriented projects (ie: rapid ride)	Central Corridor
light rail or bus stops on Magnolia	Central Corridor

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<p>The way this is worded is ridiculous. If you are going to do a survey make it simple. Let people select locations of stations in the priority they see fit. Then have them select the type of station for each location (at grade, tunnel, elevated).</p> <p>Bottom line too is that you should only expand one mass transit system. Keep it simple. Expand Light rail only from Everett to Olympia!</p>	<p>Central Corridor</p>
<p>Queen Anne/Belltown/SLU/CapHill/23rd Ave/to Baker Link Light Rail</p> <p>Downtown to West Seattle BRT</p> <p>Downtown to Delridge/White Centre/Burien BRT</p>	<p>Central Corridor</p>
<p>Seattle to Redmond direct - a huge number of people cross the bridge each day to goto work and microsoft and back. Let's alleviate that traffic</p>	<p>Central Corridor</p>
<p>Road improvements</p>	<p>Central Corridor</p>
<p>Better transportation options between the Eastside (Redmond, Bellevue, Kirkland, Issaquah, Sammamish) and Downtown.</p> <p>Better transportation options or a plan to ease the traffic on I-5 coming southbound from Edmonds/Shoreline into Downtown.</p> <p>Expand on-ramp from West Seattle Bridge to 99-North.</p> <p>Expand on-ramp from West Seattle Bridge to I-5 North.</p>	<p>Central Corridor</p>
<p>Better connection and more options from Downtown Seattle to Kirkland and Bellevue.</p>	<p>Central Corridor</p>
<p>LR Redmond - Kirkland - NOAA - Childrens Hospital - U. Village - UW - Woodland Zoo - Stone Way</p> <p>- Fremont - Downtown</p> <p>LR Bothell - Kenmore - Lake City Way - U. Village</p> <p>Sreetcar Ravenna down University Avenue to replace 70s buses.</p>	<p>Central Corridor</p>
<p>Help spread future job densification of south lake Union by improving coverage on Denny way and west lake. Try to make this area commuters paradise rather than extending the reach of the existing system to the east side. Prioritize dense urban center over urban spread.</p> <p>Disincentive driving car.</p>	<p>Central Corridor</p>

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<p>Completing the burke-gilman to be safe for bicycle commuters (in all areas including ballard), generally increasing bus service and no longer cutting routes left and right whenever a fickle budget or statewide issue causes it; coming up with better rail station development plans than building an elevator a mile deep underground, etc. Basically not utterly sucking at current development (remember the monorail?) before we worry about insanely expensive future stuff.</p>	<p>Central Corridor</p>
<p>Burien to Children's Hospital - there are many vanpools that go this route, indicating a big need for services. Also, ST Express service from Burien to downtown via Delridge - the 560 used to help many years ago, but now the 120 is the only option and it is incredibly, notoriously slow - despite being the highest MT ridership line. We need help down here in Burien - just because we're poorer shouldn't mean we keep getting buses cut and then ignored for light rail etc. There are also a number of vanpools from West Seattle to the REI HQ in Kent - look at making that an extension of a light rail route from downtown to West Seattle. Really, the light rail route from downtown to West Seattle, elevated over traffic, is the most critical project you have on there, for sure.</p>	<p>Central Corridor</p>
<p>Light rail West Seattle to Sea-Tac airport.</p>	<p>Central Corridor</p>
<p>* Connecting growing downtown Fremont/upper Fremont with light rail & also bus rapid transit (as of now only stop close by is 45th & Aurora, far from booming downtown Fremont)</p> <p>* Cross town connections with light rail & bus rapid transit (all areas). For example, north of ship canal just one possible Ballard to U district Link project following Market is not enough--need some LINK (preferable) or BRT service following north side of Ship Canal around, some service around 45th, something around 65th, something around 85th. Also LINK is going to need to run north-south up Aurora or nearby--BRT buses are better than nothing but vulnerable to being stuck in traffic. Having north-south LINK lines only on one side of the city serving Ballard & other side of city serving U District is too far apart to be useable for a huge swath of Seattle's growing population.</p>	<p>Central Corridor</p>
<p>Better North-South access along a Columbia City-Central District-University axis.</p>	<p>Central Corridor</p>
<p>Study existing bus routes and increase number of buses and routes.</p>	<p>Central Corridor</p>

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<p>Light rail, separated from grade (either elevated or tunnel) that serves more of the Seattle areas densest population and work hubs including additional stops on First hill, the central district, capital hill, Belltown, South lake union, Queen Anne, East Lake, the U district, Fremont, Ballard, Greenwood, and Lake City. The density of stations isn't high enough. One station serving Capital hill and First Hill, or the U district isn't adequate coverage, especially considering the lack of park and ride options, and the fact that busses aren't being routed to drop of at the stations. Secondly, east-west travel options are very important to me. As a Seattle resident, it will be hard for me to support a measure that looks to be disproportionately investing in rail service to low density suburban areas. Rail service to Issaquah is a nice idea, but 3X as many people live in the U-district as in Issaquah.</p>	<p>Central Corridor</p>
<p>- Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd - A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell - A bypass light rail line from downtown to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions</p>	<p>Central Corridor</p>
<p>I didn't see any proposals dealing with transit between Queen Anne area and Capitol Hill, traveling between these two areas and their surroundings has always been a problem in Seattle, as they are basically only connected by Denny and a single bus route, unless you want to go downtown first. Maybe I'm not understanding all of this properly, and maybe there's no way to work with existing infrastructure but it seems like someone would figure out more options and routes for travel between these two areas that do not involve downtown, which is congested enough already.</p>	<p>Central Corridor</p>
<p>We need a solution for the Mercer Mess. It has only gotten worse, and there is just simply way to many cars taking the route to get onto the I-5 and it is nearly impossible for other cars to cross over Mercer at that time. I don't know what the solution is, but we need to do something. Also, the light rail system that is in place right now is way to slow for commuting purposes. I lived in DC where the metro moved fast and bypassed car traffic. If we plan to use any of this as actual commuting purposes, we need it to move faster, and not stop at stoplights. It defeats the purpose. It should not take over 45 minutes to get to the airport. I hope that the future light rail will plan for faster cars.</p>	<p>Central Corridor</p>
<p>Viable technologies other than light rail and bus. Why go for the most expensive to build and operate and slowest to build technology around? You're making me into a non-believer in regional transit solutions.</p>	<p>Central Corridor</p>

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<p>- Extension of the LRT from Ballard Market Street to areas North in Crown Hill/Greenwood (15th Ave NW and NW 65th St, 15th Ave NW and NW 85th St, etc), connection with Aurora BRT, with potential for expansion to serve North Seattle</p>	<p>Central Corridor</p>
<p>Lynwood to seatac via 405 (any rapid public transportation mode)</p>	<p>Central Corridor</p>
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<p>Ballard to UW. Tunnel.</p>	<p>Central Corridor</p>

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Link Ballard run from Interbay w/ Queen Anne Hill / Uptown / Bell Town neighborhoods.	Central Corridor
Light rail or rapid transit, plus more park and ride spaces, along SR 522. Also, please make the burden on car-drivers less. I'm physically unable to use Metro or other Mass Transit options as I have scent sensitivities and cannot use mass transit without having an allergic reaction to people's perfumes and colognes. Because of this, I am forced to pay more than \$350 in tabs for my POV that I require due to medical necessity. Please FORCE Metro/SoundTransit users to pay their fair share of fees to pay for the services they use. God knows I'm paying out the ass for something I can't use.	Central Corridor
Downtown to Renton via the Rainier Valley/Rainier Beach area on light rail. Secure park and rides near light rail.	Central Corridor
How Magnolia residents can connect to any Ballard-Downtown projects.	Central Corridor
Seattle to Bellevue, Bellevue to Redmond.	Central Corridor
A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor, a bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service, an Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations, and a line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.	Central Corridor
Light rail Redmond -Kirkland - NOAA - Childrens Hosp - U. Village - UW	Central Corridor
i can't answer this without seeing the list	Central Corridor
Seattle to Bellevue light rail option (and vice-versa...Bellevue to Seattle option)	Central Corridor
Over 520 bridge Connecting via light rail to Everett	Central Corridor
Light rail linking Seattle to Bellevue	Central Corridor
1. Bike/Ped Infrastructure Investments within a 3 mile radius of all light rail and Sounder stations. 2. Gondola #1 - Seattle Center to Capital Hill Light Rail Station along Denny Way, to replace the Metro 8 Bus. 3. Gondola #2 - West Seattle Junction to SoDo Light Rail Station.	Central Corridor
New Ballard Bridge on 15th	Central Corridor

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<p>additional north sounder stations (within Seattle) in combination with a plan to overlap the north and south sounder services so they people wouldn't have to transfer downtown. would also like to see Sounder/Amtrak more integrated for the Everett to Olympia stretch - lots of trips Kent- Everett, Seattle-Olympia, etc that this could better serve.</p> <p>ballard to 'u-district' route that ties to 65th/roosevelt station, which then sets up extension to north lake cities or third lake crossing to kirkland</p> <p>west seattle/delridge to renton via an overlap with central link (need to offer grid-developing options not spokes to downtown)</p>	Central Corridor
Metro 8 subway	Central Corridor
<p>Renton to Downtown Seattle light rail</p> <p>23rd/Cherry to Downtown Seattle subway</p> <p>Federal Way to Tacoma Self-Propelled Mostly Single Track Rail</p> <p>Everett to Lynnwood Self-Propelled Mostly Single Track Rail</p> <p>Kent to Woodinville Eastside Rail Corridor/405 Hybrid Corridor Guided Busway (including Factoria Stops)</p> <p>Burien to Tukwila International Blvd Cable Automatic Guideway</p> <p>Eastgate to South Bellevue Cable Automatic Guideway</p> <p>West Seattle Light Rail "Loop Alternative" (SODO to First Avenue Bridge to White Center to Alaska Junction)</p> <p>Continous Route "Circle" Light Rail from Ballard to UW to Medina to Bellevue to Downtown Seattle to Northgate</p> <p>Combined 520/Ballard Light Rail from Redmond to Medina to UW to Ballard</p> <p>North Sounder Infill Stations (Belltown, Ballard)</p>	Central Corridor
Unrealistic for you to expect the level of knowledge necessary to be able to do this.	Central Corridor
Sand Point to Kirkland transit bridge	Central Corridor
Rainier Valley bypass for Central Link	Central Corridor
North Seattle is in dire need of good options to connect to the Eastside	Central Corridor
Express buses from Seattle to Olympia. Direct rail access between Seattle and Olympia. express light rail between downtown Seattle and seatac airport, without the detour via beacon hill.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. A bypass line to the airport via Georgetown An Issaquah to Kirkland line that connects in South Bellevue A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.	Central Corridor
More water ferries	Central Corridor
Issaquah to downtown Seattle via I-90	Central Corridor
Light rail on 520 to totem lake via willows existing train tracks	Central Corridor
The projects, as defined, should be reconsidered. There has to be better balance between urban mobility and regional commuting to downtown. Looking to your next question: (1) Why is it important that LRT can carry 12,000 PPHPD when the rail system actually carries less than twice that in an entire weekday? (2) Why is urban mobility irrelevant to Sound Transit's sole focus on suburban commuting (that's the focus of nearly all of the answers to your question)?	Central Corridor
Need much more access to system (more inner lines, more stations, can be very small, underground, like subways)within the very central City of Seattle, rather than simply extending very long regional lines that only serve those who happen to be very close to a station while encouraging suburban sprall. For example, why on earth, in the center of Seattle, is there not a station between the Cap Hill station on Broadway and the Husky Stadium? Pitiful. Should be buiding system inside first then radially outward, not Olympia to Everett and Eastside first, and no real coverage within the most dense urban core...	Central Corridor
Queen Anne to SLU to Capital Hill, elevated/tunneled light rail.	Central Corridor
Rail connection from south Seattle to Everett/Paine	Central Corridor
Link/Light rail option across Lake Washington	Central Corridor
The projects should include a stop at Interbay.	Central Corridor
even more light rail options, focusing on Downtown and the worst areas of car traffic now and in the near future	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>Additional light rail station at Maple Leaf Park (between Roosevelt and Northgate Stations)</p> <p>Light Rail links with frequent stops along:</p> <ol style="list-style-type: none"> 1. Northgate to Ballard (Market Street) light rail along Northgate, Holman Rd NW, and 15th Ave NW. 2. Northgate to University Stadiums along Sand Point Way or 35th Ave NE 3. Roosevelt Station to Kenmore along Lake City Way. 	Central Corridor
<p>The Ballard – Fremont – Queen Anne – Belltown – Downtown line previously studied would serve a crucial need for both work and non-work commuting options, and we desperately need more east/west transit corridors in the city, such as Queen Anne - Capitol Hill via SLU.</p>	Central Corridor
<p>Missing many neighborhoods. Upper and Lower Queen Anne, Magnolia, North Capitol Hill, etc. Need to improve off grid transit in the entire city.</p>	Central Corridor
<p>better connections with greenlake and greenwood neighborhoods of seattle. better connections to boeing everett. better connections to museum of flight. quicker trip options to airport from downtown seattle. trips need to be faster. projects to speed up existing service. projects to speed up existing construction projects.</p>	Central Corridor
<p>Quality of Service, Driver Conversion, Evaluate Funding by Real Estate Tax vs Fuel Tax</p>	Central Corridor
<p>Support east-west corridors like the Ballard – Wallingford- U District via 45th (C-02) and Queen Anne – SLU – Capitol Hill. Building a network that requires going through downtown to go from one neighborhood to the other does not reflect actual movement patterns and will hinder achieving urbanist goals in areas of inadequate transit service.</p>	Central Corridor
<p>Subway</p>	Central Corridor
<p>King County has proposed another BUS only tunnel (after Sound Transit stole the bus tunnel) under Downtown Seattle. The extra buses pushed to surface streets will only add to the grid lock. ST should participate and add funding to study this bus only tunnel. As it is, even ST buses will get stuck in this same grid lock. Adding more buses to surface streets isn't really helping the mobility situation.</p>	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>Light rail from Bothell to Kenmore, Lake City Way, University Village, Woodland Park Zoo, DT. Redmond to Kirkland, NOAA, Childrens Hospital, University Village,same Burien, West Seattle, DT Street car up University Avenue to replace 70s buses Electric walkway for airport to link connection</p>	<p>Central Corridor</p>
<p>Direct Light Rail service from Downtown Seattle to Tacoma Dome</p>	<p>Central Corridor</p>
<p>Light rail from Burien to west seattle to dt would be nice. Electric walkway from airport to link would be nice.</p>	<p>Central Corridor</p>
<p>Why aren't we considering a Light Rail tunnel under Queen Anne? Please don't bypass this neighborhood! Why is Light Rail on 520 not ready for action and only worthy of study?</p>	<p>Central Corridor</p>
<p>***A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network. ***A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle. ***An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. ***A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>
<p>Downtown / South Lake Union connection to Capitol Hill / North Seattle</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
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<p>- A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>- A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>- An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>- A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>
<p>Return bike lanes to car lanes and build new bike lanes outside of using streets for safety of bikers and cars. I ride with my children frequently and riding next to cars is NOT a safe option. By taking away car lanes and giving them to bikers and busses, the City of Seattle has created a traffic problem. The traffic issue on 15th/Elliott NEVER existed until a lane was taken away for busses. The bike lanes on Nickerson are rarely used and have caused more traffic issues. Also, I have seen bikers using the street to cross the Ballard bridge instead of the path, this should not be legal. It is unsafe for everyone involved and teaches my children unsafe biking practices.</p>	<p>Central Corridor</p>
<p>The actual importance of light rail.</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

I recently moved to Ballard from Maple Valley primarily because Routes 169/18/405/I-90 travel was absurdly difficult. At the very least, Route 169 needs to be widened, and the intersection of 18 and 90 needs to be expanded. I see lots of attention given to Everett, Bellevue and Issaquah. Don't forget southeast king county. We "can't get there from here." Thank you.	Central Corridor
Heavy Rail subway access north and south through Seattle from the airport in the south through West Seattle, downtown and Ballard to Northgate. See (http://www.seattlesubway.org/). Light rail is a waste of tax payer's money. The system will be overwhelmed before it is built. It's time to stop putting band-aids on a transit system on dialysis.	Central Corridor
Don't build a second downtown light rail tunnel, just kick the buses up onto 3rd like during tunnel retrofit construction. Build light rail cut-off at grade through Georgetown to airport. Ballard to U District light rail should be at grade along north shore of lake union, branching at Westlake to downtown.	Central Corridor
Something like what I have already been taxed for, north of Ballard connecting NW Seattle to a N-S route to downtown.	Central Corridor
1. A rail line from Belltown to the CD, through SLU, Denny, and Capitol Hill to link (har har) the already existing/planned networks of rail/BRT lines. 2. An Issaquah - Kirkland line that connects in South Bellevue.	Central Corridor
South lake union to Ballard	Central Corridor
Ballard to Northgate, Shoreline, and/or Lynnwood	Central Corridor
Lynnwood to Seattle via I-5	Central Corridor
Connecting Burien to light rail	Central Corridor
<ul style="list-style-type: none"> • A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network. • A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit. 	Central Corridor

Sound Transit 3 - Draft Priority Projects
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 Central Corridor

light rails and sounder stations in west seattle	Central Corridor
Efficiency of HOV buses vs Light rail from Seattle to Issaquah.	Central Corridor
"Corridor D" as described in http://www.soundtransit.org/Documents/pdf/projects/Ballard/20140603_B2D_Report.pdf Ballard – Fremont – Queen Anne – Belltown – Downtown	Central Corridor
Direct links to suburban communities	Central Corridor
Would love to see a connection from Northgate transit center to seatac.	Central Corridor
Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor	Central Corridor
North Seattle to Bellevue/Redmond	Central Corridor
University Village, Children's Hospital and Sandpoint in general need some light rail stations; trying to get out of the area is impossible. Extending it to Kirkland, Lake City Way, Woodland Park Zoo and downtown would be smart.	Central Corridor
magnolia needs usable timely transit now.	Central Corridor
Light rail with upper Queen Anne station.	Central Corridor

Sound Transit 3 - Draft Priority Projects
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 Central Corridor

<p>than just Madison Street BRT. Rail connections would be great too. But I think the at-grade crosses are often dangerous, especially to cyclists. I'd like to see more BRT expansion that enables someone to travel from Capitol Hill, Beacon Hill, Ballard, U-District, Wallingford, Greenlake, SLU, Queen Anne, Fremont, the Central District, Downtown, Alaska Junction in West Seattle, Georgetown, Columbia City, Alki Beach, and Eastlake. I don't know how many lines this would take to do it effectively, but you could start with a fast BRT route that goes from SLU to Queen Anne to Fremont to Gasworks to U-District to Eastlake to SLU in a circle with high frequencies (or the opposite direction).</p> <p>You should be able to get to the heart of any one of these neighborhoods without stopping every block (or 5 blocks even!) or sitting in single occupancy vehicle traffic within 30 minutes (except for maybe Columbia City to Wallingford or some relatively far distance) with a 15 minute headway (or maximum wait time). This service should run more frequently Thursday through Saturdays when people are making plans to socialize and keep going late into the night. Obviously headways might change depending on time of day, but you won't get stranded late at night North if you want to take a bus home South. Service should modify for commuters to/from major employment centers to the centers of major residential centers/neighborhoods (like those listed above). I'd gladly walk 5-10 minutes to get to a bus that I know will show up on time and frequently and not get stuck in traffic on my way to work. Conversely, I'd rather bike or a take a train to work if I know the bus is going to get delayed because someone fumbles around paying the fare or pulls the damn cord every street just to cut 2-3 blocks off their trip.</p> <p>This service between neighborhoods should be easy to navigate (let's get rid of lettered and numbered lines that people only learn through word of mouth or by getting on the wrong bus a few times). I think the First Hill Streetcar is probably going to be worthless: too slow and too dangerous for cyclists. It hardly goes anywhere that you can't already go quickly on a bus</p>	<p>Central Corridor</p>
<p>Timing the traffic lights on arterial roads and residential areas. It would allow for traffic to flow more freely in neighborhoods as well as on and off the highways.</p>	<p>Central Corridor</p>
<p>Light rail from the Central District to Belltown, with close stop spacing. East-West travel is very difficult in this area, and there is no room to expand surface transportation. A tunneled subway would be enormously popular.</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Neighborhood bus service that gets people from one part of Seattle to another without having to transfer. All we ever needed in the first place was better bus service. It takes up to three hours to make a one way bus trip in Seattle on weekends and in the evening if having to transfer because most buses only run once an hour then.	Central Corridor
Projects fail to expand to areas where people of low income live: Redmond, Edmonds? Design should look like the spokes of a wheel to a central hub; Line to Renton, line to Kent/Auburn, line to Puyallup, etc. Stop going just north and south, and taking away existing car lanes. Consider a bridge or tunnel to Kirkland/Woodinville.	Central Corridor
Completely segregated bikeways, incentives for clean, fuel-efficient scooters (but these don't exist in the world of Big Transit)	Central Corridor
Fremont, Queen Anne and Lake City areas missing	Central Corridor
More extensive east-west transit options should be included, otherwise we have even more cars on the road transporting (usually) ONE person to a park-and-ride - or just taking the option of driving all the way to a destination. The north-east-south-and west outlying neighborhoods have had connections repeatedly eliminated while north-south routes are inadequately spaced to handle start and stop times for workers nor for the number of people needing transportation.	Central Corridor
More attention to bikers and pedestrians. More projects within the city limits of Seattle-- balance revenue source to where funds are spent. Ensure regional communities pay their fare share.	Central Corridor
More Seattle-centric elevated light-rail routes (i.e. Queen Anne to Capitol Hill, Ballard to Queen Anne, Wallingford to Downtown).	Central Corridor
Comprehensive planning so all the routes connect and there aren't a million small light rails, none of which transfer or intersect. Everything should be one system and seamless integration with busses (a la MTA in NYC).	Central Corridor
BRT service from Fremont/Upper Queen Anne to downtown	Central Corridor
Parking expansion for light rail from West Seattle / White Center to Seattle	Central Corridor
Greater parking access to express rail or bus options.	
Close in north end--Shoreline, Edmonds, etc.	Central Corridor
Fremont District is always left out of planning. The #5 Metro is packed most of the time and never on time because of the buses being held up by sporting events as they come from White Center or some other south area. Sound Transit Express buses should replace those long runs	Central Corridor

Sound Transit 3 - Draft Priority Projects
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 Central Corridor

None of the light rail should be elevated or at grade. They should all be tunnels so the light rail has a dedicated through way. Boston had ugly dark and dirty elevated rail and elevated highways for more than 100 years before they put them underground with the big dig. Please make the investment in Seattle for the next 100 years to put all the trains and highways underground.	Central Corridor
Seattle subway network	Central Corridor
Burien to Tukwila station	Central Corridor
West Seattle should go to the Colman Ferry Dock; connecting rides should be easier to find and timely	Central Corridor
Elevated or tunneled train from Downtown to the U-District so that a passenger travel from West Seattle to the U district without going all the way to/through Ballard. Commuting by surface bus service is a crappy experience that I previously participated in but now avoid unless it is ABSOLUTELY unavoidable. Light rail transit routes within Seattle City limits should be built before all suburb and exurb routes (see most major world-class cities).	Central Corridor
Connect Bellevue with Sea-Tac via light rail following I-405. Connect downtown with Issaquah via light rail via I-90.	Central Corridor
More buses on the road to connect with current transit.	Central Corridor
Incorporating additional light rail tracks on the Central Link, and in other links, to create some express light rail service, targeting a few major stops and decreasing travel times. While I think more stations are needed on the Central line especially in Tukwila, and of course new lines, I think there needs to be options for faster service. Currently, I find the travel times frustratingly slow from SeaTac to downtown. I think of Tokyo and their system of local and express trains.	Central Corridor
Light rail across Lake Washington	Central Corridor
Increased bus service, including more express buses serving Seattle neighborhoods, and more bus rapid transit.	Central Corridor
Running a line between downtown and Ballard while bypassing Queen Anne (ie, Uptown and QA Ave / Galer and/or QA Ave Boston areas) is a big mistake. We should invest in a tunnel UNDER Queen Anne like we are doing on Capitol Hill.	Central Corridor
Denny / Lower Queen Anne to I-5 - #1 priority	Central Corridor
Additonal service to the area nearby the proposed Tikwila arena site	Central Corridor

Sound Transit 3 - Draft Priority Projects
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 Central Corridor

<p>Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. Bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.</p>	<p>Central Corridor</p>
<p>I would like to see more about how to connect new home buyers in Seattle's southern suburbs to their jobs in downtown Seattle, Bellevue and Redmond. There is currently bad traffic on I-405 for this reason, and I expect it to get worse as more people with similar commutes buy houses there.</p>	<p>Central Corridor</p>
<p>From West Seattle to the Seatac Airport, then to the East Side.</p>	<p>Central Corridor</p>
<p>We need a light rail station at university village and children's hospital. It would be nice if it headed north to Lake City Way and East to Kirkland. Would also be nice if there was a street car up university avenue.</p>	<p>Central Corridor</p>
<p>I feel like there has to be some transportation improvement ideas for south park... here in our bus dessert that also plays as a food desert</p>	<p>Central Corridor</p>
<p>East-west Seattle subway/light rail connecting Belltown <-> South Lake Union <-> Capitol Hill <-> Central District Light rail across 520</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
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 Central Corridor

<p>I live in the Maple Leaf neighborhood, just south of the Northgate mall. When I go downtown, I take the #41; and there's nothing being planned by Sound Transit that, to my knowledge is going to replace, or improve upon that. Additionally, I take two buses out to Shoreline, every two to three months, to get a haircut from a barber who's a friend of mine and does superior work. What buses I take varies and has changed of late. Last year, I had a part-time job offer in Shoreline which I didn't take, because the bus service wouldn't have worked for me. I worked for O'Reilly's Auto Parts, part-time from June 2006 through November 2009 and a reason I was laid off was my insistence on taking the bus. (I do have a car, but it's a vintage Volvo, circa 1972, with collector car plates, which limits my usage to emergencies and getting the car services or showing it, for the most part.)</p> <p>I don't feel that Sound Transit is serious about meeting the needs of what's called "the working poor," or the new economy wherein which people are "on call" for work and have to work odd hours. For example, when I worked at O'Reilly Auto Parts, it was usually from 3 pm until 11 pm and sometimes later; stocking shelves with parts. There were times we'd work until midnight or even into the next day; and I'd have to catch a ride home with someone else; or take my own car.</p> <p>These studies Sound Transit pays hundreds of thousands of dollars (or more) to determine what's needed are absurd. You need to have a team of people, call them "mystery shoppers" if you will, just get out in the field and ride the buses; interview the people using them and find out what their gripes, concerns and aspirations are. Those people probably won't respond to your surveys, since they connect to the Internet sparingly and with a smartphone, Droid or iPhone. (I used a laptop, since I'm a freelance writer.)</p>	<p>Central Corridor</p>
<p>Light rail to Children's Hospital with stop at U-Village. Light rail or Sounder along I-405 corridor (much better option than buses)</p>	<p>Central Corridor</p>
<p>A direct express bus from West Seattle to Eastgate, no transfers Downtown. If this route was available today I would immediately stop driving alone to Factoria/Bellevue everyday.</p>	<p>Central Corridor</p>
<p>Transit options to ease traffic along I-405 corridor between Renton and the Bothell area.</p>	<p>Central Corridor</p>
<p>Gondolas, more streetcars, as many options as possible.</p>	<p>Central Corridor</p>
<p>Loyal Heights/Greenwood to University district via light rail. Could be included as part of Ballard to University District Running up 15th Avenue and down 85th to greenwood.</p>	<p>Central Corridor</p>

<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p>	Central Corridor
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<p>Create a fork from Central Llnk south of the Rainier Beach Station that includes stations at Southcenter, Renton/Boeing facilities, and perhaps other Renton-area stops.</p>	<p>Central Corridor</p>
<p>Focus on light rail. There are too many systems that don't work well together. Drive to a park and ride to get on a bus to catch a train is not practical. Light rail is the transport that makes the most sense.</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>We need more cross town (east-west)-transit not everyone moves north-south and with the higher density everywhere the city is becoming gridlocked. Also, transportation to the airport needs to be rethought. Currently, all options go through downtown and light rail. If you want to get folks out of the cars don't give them commuting options that take 4X as long as a car ride, even in bad traffic condition. There should be direct express options, either via the bus from downtown and elsewhere, or from the light rail downtown without stops at every station. As an example, it takes a good 80 minutes plus not including walk and wait time to and from the station to get from the zoo to the airport. Is that acceptable? No, not even in heavy traffic. It's simply not worth the trouble.</p>	<p>Central Corridor</p>
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p>	<p>Central Corridor</p>
<p>Seattle to Edmonds and Everett, Seattle to Issaquah</p>	<p>Central Corridor</p>
<p>Clarify that an exclusively grade-separated line should be constructed from White Center to Lake City via the West Seattle Junction, Downtown and Ballard. If funding is not available, the central portion of this line starting in downtown Seattle should be constructed working outwards north and south. Once it is finished, future funding should provide a new crosstown subway line from Ballard to UW and the eastside.</p>	<p>Central Corridor</p>

Central Corridor

A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.

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An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.

A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.

Sound Transit 3 - Draft Priority Projects
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 Central Corridor

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<p>Madison Avenue link light rail</p>	<p>Central Corridor</p>

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Madison Avenue link light rail	Central Corridor
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Bikes and peds	Central Corridor
West Seattle to Bellevue light rail	Central Corridor
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Light rail extensions to Ballard and West Seattle using an all-tunnel option.	Central Corridor
Include the central district & ID	Central Corridor

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 Central Corridor

Lake washington Blvd light rail line. connecting renton to montlake	Central Corridor
Better transit access to South Lake Union	Central Corridor
Better transit access to NE Seattle	
Please add a study of congestion tolling and converting to HOT lanes on I-90 and I-5 directional lanes	Central Corridor
Issaquah to Seattle via I-90!	Central Corridor
A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor.	Central Corridor
ballard to downtown by bus rather rail. cost and inflexibility of rail makes it a poor choice for most transportation projects. Add parking at in-clty Link stations too much attention is directed to moving people between home and downtown. Better cross-town service is needed.	Central Corridor
Magnolia is ALWAYS ignored for everything. Connections are horrible, always missing because I would consistently see them passing by while I'm on the other side of the street waiting for the signal to change. For example, in the AM I travel from Magnolia to Ballard. I'll be waiting for the signal to change at Elliott W and W Prospect as the D line is heading north. In the evenings it's the opposite. What is frustrating is that when the 33 or 24 are missed in the evenings it's usually a 25 minute wait for the next connection and more frustrating when there are so many buses headed into Ballard, as many as 6 1 day before 1 bus into Magnolia came. And when I board the bus it's usually standing room only, which means that there's not a lot of buses going into Magnolia during rush hour.	Central Corridor
there are no plans for light rail extensions to service the sandpoint/lake city/bothell areas. this expansion could branch off from the uw station.	Central Corridor
Increasing traffic speeds and flows.	Central Corridor
Light rail service from downtown Seattle to Mercer Island/Bellevue via I-90.	Central Corridor

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<p>Ballard to Capitol Hill Access to Everett and Issaquah from downtown or a further south location besides Lynnwood</p>	<p>Central Corridor</p>
<p>Market St Ballard transit north to Lynnwood via 15th -- a lot of development is happening along this corridor and now would be a good time to integrate improved public transit options -- like light rail.</p>	<p>Central Corridor</p>
<p>Seattle to Bellevue to Issaquah light rail Seattle to Renton to Tukwilla light rail</p>	<p>Central Corridor</p>

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 Central Corridor

Lightrail extension from UW through NE Seattle via Montlake/Sandpoint/RT 522 corridor with potential access to: University Village, Magnuson Park (Seattle Childrens Hospital shuttle), Lake City, Lake Forest Park, Kenmore, Bothell.	Central Corridor
Underserved south seattle neighborhoods such as mount baker, othello, etc.	Central Corridor
The central district in Seattle could use improvements in bus routes to downtown. Denny way is also a disaster.	Central Corridor
Downtown to Ballard via Queen Anne/Fremont (Option D)	Central Corridor
Light rail through upper queen Anne, and Seattle University ?	Central Corridor
The wording is extremely confusing and inaccessible to the general public, so i can't tell if these items have already been included. Extended lightrail to everett with stations in greenwood, northgate, shoreline, and lynnwood. In addition, signage and signals protecting pedestrians should be improved. Pedestrians are at risk crossing where left turns are allowed on green, and when there is a flashing red signal. Drivers currently are not mindful in these situations and come within dangerous distance of pedestrians. Especially along rainier and mlk. Prominant, large, bright signs strategically place may improve driver's awareness. Lightrail between seattly and everett whould help northern congestion, which is constant	Central Corridor
Ballard to Crown Hill, airport bypass line through Georgetown, Belltown to SLU to Cap Hill	Central Corridor
Management of traffic into downtown, possibly through the employment of tolls to encourage use of mass transit, reducing congestion	Central Corridor
High frequency bus service on dedicated lanes. Much more benefit for the same buck.	Central Corridor
520 light rail	Central Corridor
Seattle to olympia light rail.	Central Corridor
Increase frequently of high traffic routes like ST 545	Central Corridor
Short run project until Ballard Light Rail is completed: Sounder stop in Ballard at/around NW 57th St & Seaview.	Central Corridor
Everett, Lynnwood, North Seattle going into downtown Seattle.	Central Corridor
NE seattle	Central Corridor
light rail from UW to Redmond and Bellevue (downtown and Eastgate)	Central Corridor
There are many commuters who travel through the metro corridor to their work- not in to the metro area. We need to develop plans for commuters who travel through Seattle. For example, I travel from Ballard to Tukwila for work, there are no options to take me south of Seattle. Additionally, are there any options from commuters from the south end to Shoreline or Lynnwood?	Central Corridor

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 Central Corridor

<p>Getting people to/from Seattle and the Eastside faster -- where are the projects that connect downtown, UDistrict, etc to Bellevue, Redmond, Issaquah? Bus routes exist from my neighborhood to my work that take over an hour, but I can drive it in 30-40 mins most days. You are not going to get me out of my car unless you can get me there faster.</p>	<p>Central Corridor</p>
<p>The hardest trips to do in Seattle are East-West and diagonal. The existing plans include a lot of North-South solutions that already seem to be covered with buses, trains and freeways. For example, in Seattle, routes that would be useful are from Ballard to Seward Park, West Seattle to Magnuson Park, Queen Anne Hill to Capitol Hill. When you expand to King, Snohomish and Pierce county, it only amplifies.</p>	<p>Central Corridor</p>
<p>East/West rail between Burien and Renton Rail between Bellevue and Renton Rail between Burien and West Seattle</p>	<p>Central Corridor</p>
<p>Remover at-grade options and spend more time finding ways to fit in elevated or other grade-separated options.</p>	<p>Central Corridor</p>
<p>link rail from airport south to Tacoma -- I didn't see that listed link rail north of Seattle to Lynnwood, Everett -- I didn't see that listed</p>	<p>Central Corridor</p>
<p>I understand the desire to connect far flung, regional areas together with Sound Transit. However, I would suggest attempting to link the Central Seattle area first before expanding outwards. The current plan helps people who live far away from Seattle get around [which is excellent].</p> <p>I've been living in NYC for years, just moved back to Seattle. Buses simply won't cut it. I think requiring commuters to bus AND transit is a hard sell... building a tighter, more localized, and dense network of rails will be more beneficial. More options to transfer East and West [such as the Ballard to University District Station does] are crucial.</p> <p>But hey! Overall, excited if anything passes. I love Sound Transit. But I would really try emulate Portland a bit here... transferring to a Streetcar or having denser Streetcar networks is much more reliable, comprehensible, and preferable. I personally don't like buses [incredibly unreliable, in my opinion] and when I get on the Light Rail, I want to only transfer to other Light Rail/Streetcars to my various destinations.</p>	<p>Central Corridor</p>
<p>1. SeaTac to Downtown Tacoma 2. Downtown Tacoma to Lakewood</p>	<p>Central Corridor</p>

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 Central Corridor

More South King County east - West travel options that don't require downtown Seattle travel to connect	Central Corridor
1) Route 8 Subway - a subway line running underground from Uptown/LQA under Denny connecting to the Capitol Hill Link station (stacked box) and continuing to at least 19th then heading south to connect to the I-90 East Link station. 2) West Seattle BRT- Bus rapid transit connection downtown Seattle to West Seattle and continuing south to Sea-Tac	Central Corridor
West side transit tunnel, broad street sounder station, shoreline sounder station, mudslide prevention, sounder extension to dupont	Central Corridor
It is not clear if the Ballard to University District (West to East line) would have a connection to the currently being built North to South line - at midpoint - so you can easily transfer there to go North or to Seattle or the Airport. If you look at any thriving light rail in cities in the country and abroad, it only makes sense to connect the two lines for transfers instead of building a completely separate line that does not connect. Take Boston, or London, or Hong Kong as examples. Stop making all these separate/non-connecting light rail, heavy rail and bus lines!! Our transit will continue to be broken and unused, if so. As well, though the suburban areas want to be included, they should just be set up with improved & continued bus lines and heavy rail lines for commuting hours. The light rails will be empty majority of the day, if they are built to the suburban cities outside of Seattle.	Central Corridor
Making Sounder service between Everett and Seattle more reliable and accessible.	Central Corridor
Need t run Express Light Rail up and down I-5 from Everrt to Tacoma Plus 405 and 167	Central Corridor
Light rail from Bellevue to Bothell, with park and ride lots.	Central Corridor
Please refer to the Seattle Subway project proposals.	Central Corridor
More east-west mass transit options are what the city of Seattle needs. A train that loops from Seattle to Bellevue is the most important project I can think of. Additionally, adding train options into Shoreline and other northern neighborhoods would open those areas up as viable places to live while working downtown.	Central Corridor
520 bridge light rail	Central Corridor

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<p>Convenient, fast, and frequent Seattle to Eastside connection</p>	<p>Central Corridor</p>
<p>Light rail Along 23rd ave</p>	<p>Central Corridor</p>
<p>Stronger connectivity from downtown Seattle across 520 to Overlake Transit Center and downtown Bellevue.</p>	<p>Central Corridor</p>
<p>Light rail connection to South Center.</p>	<p>Central Corridor</p>
<p>Rail or subway access to Central District/ MLK corridor to connect Downtown or Capitol Hill station to improve access to other rail options</p>	<p>Central Corridor</p>
<p>Additional passenger ferry services throughout Puget Sound</p>	<p>Central Corridor</p>
<p>A light rail route along 23rd Ave through the Central District in Seattle, connecting to Capitol Hill, SLU, & Downtown. Preferably elevated or tunnel options.</p>	<p>Central Corridor</p>
<p>Service to Greenwood/Phinney--not just Ballard (although Ballard is good).</p>	<p>Central Corridor</p>
<p>Seattle Subway system, particularly with East/West connections across the city.</p>	<p>Central Corridor</p>

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 Central Corridor

Greenlake to downtown light rail	Central Corridor
Reduce the emphasis on making the bus stops pretty and overly modernized. Lower bus fare so people can afford to use the bus system.	Central Corridor
Transit from Seattle to northeast Bellevue/south Redmond (near Microsoft) across 520... Or efficient/effective movement in Bellevue north from I-90.	Central Corridor
tunneled light rail underneath Mercer, connecting SLU to Capitol Hill and on through the central district	Central Corridor
I90 Light Rail options	Central Corridor
Place a stop on 23rd and Yesler on the old fire station.	Central Corridor
Greenlake connections to downtown. Bike connections from the east side. The fact that tunnels dug through landfill and loess are terrible ideas.	Central Corridor
bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.	Central Corridor
Transit options that don't stop DT, like a direct west Seattle to university district transit option. Or a direct Ballard/Queen Anne to Capitol Hill.	Central Corridor
90 to Issaquah and north from downtown light rail	Central Corridor

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<p>Please include a light rail from West Seattle to SeaTac.</p>	<p>Central Corridor</p>
<p>Central district to south lake Union subway</p>	<p>Central Corridor</p>
<p>Renton/Burien to Bellevue. 405 is terrible. Way worse than I5 and there is no little light rail support.</p>	<p>Central Corridor</p>
<p>More West Seattle locations such as 35th & Graham/Raymond/Morgan areas.</p>	<p>Central Corridor</p>
<p>Funding complexities - offsetting transit burden entirely on homeowners</p>	<p>Central Corridor</p>
<p>Capitol Hill/central district</p>	<p>Central Corridor</p>
<p>Lite rail connections to UW Bothell and UW Tacoma</p>	<p>Central Corridor</p>
<p>Too many projects are in the study. Too much pandering. Pare back to high demand corridors where governments and neighbors are willing to surround the stations with people and jobs.</p> <p>Two-way tolled I-5 express lanes or HOV-3 lanes.</p>	<p>Central Corridor</p>
<p>Madrona/Madison Park to Wallingford/Fremont</p>	<p>Central Corridor</p>
<p>Light Rail/Increased Transit between Alki/Admiral and Junction/Downtown</p>	<p>Central Corridor</p>

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<p>1.) Experimentation - I believe Sound Transit should ask for money to set up and experiment with bus and BRT routes in advance of light rail. Making expensive commitments to fixed rail without first running a bus seems unwise. In relative terms, a bus line can be set up almost overnight, and would return valuable information about usage and problems. Predicting usage 10+ years in advance is going to get harder and harder as targets move away from major downtown connections.</p> <p>2.) Long-Term Targets - The projects are frequently described as independent increments rather than steps toward a larger goal. For example, building a continuous light rail line between Seattle, SeaTac, and Tacoma would encompass 6+ of the projects listed above. I believe the greater goal is more supportable than the value of one segment would suggest.</p>	<p>Central Corridor</p>
<p>Inclusion of tunnel planning for east - west movement around Seattle.</p>	<p>Central Corridor</p>
<p>Light rail, elevated from downtown Seattle to Bellevue</p>	<p>Central Corridor</p>
<p>1. I want The Ballard Spur "A4!" — A3 is the best option presented, but ST needs to add stations at East Ballard and Aurora and move the Wallingford station east.</p> <p>2. ST needs to study a fully grade separated version of Level 2 Alternative C1 in case it is not possible to build Corridor D from the Ballard to Downtown Study.</p> <p>3. Building the best line possible is the most important consideration in this corridor as it is the highest value transit corridor that does not already have rail planned in Washington State.</p> <p>4. Study driverless subway technology to control costs and increase flexibility in operations.</p> <p>5. Design the Ballard to UW line so that it can be extended both east and west in the future.</p>	<p>Central Corridor</p>

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 Central Corridor

Downtown Seattle to Bellevue & Redmond.	Central Corridor
facilitated street car connection at Westlake light rail stop. Bellevue connection. Street car Connection to Tukwilla mall	Central Corridor
Light rail connection to Bellevue, Kirkland and Redmond	Central Corridor
Parking at the existing light rail stations. How can I commute if I can't leave my car In a safe cheap parking area? You guys really dropped the ball on that one guys! The impact on our neighborhood street parking on beacon hill is just awful! Please don't make the same stupid short sighted car hating mistake with the new stations ok?! Not everyone lives close enough to a station to walk considering the 2 stations we have are up and down very long step hills. The elderly and disabled in this neighborhood can't walk that guys. Those people have lost their independence and you guys spend a lot on shuttle buses on those folk now. We used to have a bus that would take us up and down those hills but you cut them! Why don't you guys study what we as a community and not what you think we need? If you're going to waste my money on studies why not take this one on?	Central Corridor
Elevated or tunnel connections to South Lake Union	Central Corridor
23rd and Madison Connecting to Downtown.	Central Corridor
More transit connection projects for suburbs further east. For example, Woodinville, Snohomish, Monroe. Residents in these areas are still very dependent on cars because transit is so inconvenient, not easy to use, or takes much longer than being stuck in traffic with your own car.	Central Corridor
More connections between Seattle and the Eastside to alleviate traffic on the floating bridges. A quicker mass transit route connecting north seattle, downtown and/or south seattle with Redmond and Bellevue is of most dire need.	Central Corridor
Bus service needs to be expanded along with train service for this rapidly growing already congested area in conjunction with parking options.	Central Corridor
Please study and offer the sand point crossing as an important corridor!	Central Corridor

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<ul style="list-style-type: none"> - A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. - A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. - A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. 	<p>Central Corridor</p>
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<p>Green Lake/Wallingford pedestrian/bike access to University Station</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Projects that evaluate the potential of using high-speed gondolas (like those used at ski resorts) within Seattle city limits. These systems can be installed at a fraction of the cost (and in a fraction of the time) of light rail and have the potential to effectively connect Seattle neighborhoods to downtown and one another.	Central Corridor
light rail options between UW light rail station and Redmond and light rail options between downtown and redmond	Central Corridor
Wallingford,greenlake,Greenwood to downtown via light rail.	Central Corridor
Just fix the worst potholes I've seen in my lifetime & keep the buses running I took for 15 years to work downtown from Fremont. As a 65 year native born Seattleite the idiot politicians & bureaucrats are destroying our city with cost prohibitive ineffective projects like the SLUT, etc. KISS & fix the existing infrastructure & forget wasting billions \$ on "glorious" under-utilized inflexible fixed transit primarily for tourists. When did common sense die in Seattle?!	Central Corridor
Light Rail Options from Seattle to Redmond. The congestion on the floating bridges is getting worse every year and there should be plans in place to have capitol hill station or downtown station connect to Redmond to decrease the number of commuters on the floating bridges.	Central Corridor
Light rail from Lower Queen Anne to Mt. Baker in Seattle, via South Lake Union/Capitol Hill	Central Corridor
1) North-South rail along I-5 from Everett to Olympia (or to Portland, OR). Commuters want to get from point A to point B quickly, not spend extra time on circuitous paths (ex. downtown to SeaTac airport on surface streets). 2) SeaTac station to terminal. Walk from current station to inside terminal is too long for elderly, people with children, or those with a lot of luggage. Reagan International and PDX both have rail right into terminal.	Central Corridor
west seattle link to existing light rail should connect directly east of W. SEattle. That way, passengers can travel either north or south from that point. Othwise, to travel east or south. one must travel north to downtown - adding to congestion, and then backtrack to points east and south.	Central Corridor
Access to Admiral and Alki in West Seattle	Central Corridor
Extend light rail from Husky Stadium up to Children's Hospital, Magnuson Park, and UW Bothell. Extend light rail from West Seattle Junction to Fauntleroy Ferry Dock. Include "circulator" frequent bus service to connect surrounding neighborhoods to light rail stations. Build in "kiss and ride" areas for every station.	Central Corridor
Federal way to Seattle link	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Washington State Convention Center infill light rail station. Pine corridor BRT to downtown tunnel, Westlake station light rail connection.	Central Corridor
Service to Admiral Junction	Central Corridor
Expand existing park and ride lots -- many are much too small for the demand. This would be an easy, relatively inexpensive way to directly reduce congestion on the region's major roads.	Central Corridor
Light rail north of downtown along 99	Central Corridor
1. Added sounder north service 2. Infill sounder north station in Ballard 3. Bicycle infrastructure improvements - especially Burke Gillian trail construction / reconstruction in Seattle but also connecting current bicycle transit options 4. Improvements and connections to Amtrak cascades routes	Central Corridor
There should be consideration of an elevated light rail line extending west from SeaTac, over Vashon, and linked to Bremerton.	Central Corridor
A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.	Central Corridor
1. East/west LINK line from Crown Hill/Greenwood to Lake City through Northgate LINK station 2. West Seattle to SODO or future Boeing Access LINK station (instead of to downtown) 3. Seattle Center to SE Capitol Hill LINK line through Capitol Hill LINK station, connecting to Rainier LINK station 4. Instead of Totem Lake to Issaquah, Totem Lk/Kirkland to Spring Dist or Wilburton LINK station	Central Corridor
North Seattle to Everett Light rail	Central Corridor
Downtown Seattle to eastside light rail	
Downtown Seattle to Tacoma light rail	
Downtown to West Seattle Admiral District	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

East-west grade-separated HCT line along Denny Way in Seattle (from Lower Queen Anne to Capitol Hill)	Central Corridor
New seattle west side bus tunnel, linking ballard, aurora n, west seattle and buses from south pf seattle. Real BRT for west seattle, alki and delridge. More HOV lanes on I-5 in seattle.	Central Corridor
Expanding the light rail link just to Federal Way	Central Corridor
Expand the water taxi/ferry downtown seattle to/fro West Seattle to take more people, and then add in transit options in West Seattle from ferry landing (in West Seattle)	Central Corridor
I have little faith that tolling HOV lane on 405 will alleviate commute times. Have parallel light link system connecting Renton to UW-Bothell along 405	Central Corridor
We need way more options for West Seattle. Not just to downtown, but to neighborhoods, airports, etc.	Central Corridor
Eastern Queen Anne is cut off from the westlake area by Hwy99. This leaves the 3 or 4 for getting to downtown for a transfer. these are often crowded and delayed. Making the Light Rail options out of Ballard accessible to people in east queen anne would help a lot.	Central Corridor
YOU HAVE NO MENTION OF ANY ADVANCED TECHNOLOGY NOR HAVE YOUY STUDIED ANY. WHEN DO YOU PLAN TO DO THIS? .EVERYTHING IS CHANGING NOW AND FREEWAY USE WILL BE DRAMATICALLY ALTERED BY AUTOMATION. AUTONOMOUS CAR FLEETS IN URVAN CENTERS ?WHY ARE STILL PLANNING FOR PARK AND RIDES? THE PROJECT WE ARE PROPOSING WILL NOT BE ON LINE FOR ABOUT 20 YEARS AT THE EARLIEST. THEY ARE GOOD TO 2100. GET REAL!! IS THIS THE BEST YOU CAN DO. STOP ATHE BONDS COMPLETED WHAT YOU HAVE STARTED IE LINK TO NOLRHT GATE AND BELLEVUE TC MOST OF ALL WE WILL STILL HAVE MASSIVE CONGESTION	Central Corridor
YOU ARE ASKING IF WE WANT A BLACK PHONE WHEN WE WANT AND CAN HAVE AN IPHONE	Central Corridor
I don't know.	Central Corridor
Bus rapid transit between Ballard and the University District. This could be implemented long before light rail between Ballard and the U District could be built. If, at a later date light rail is built between Ballard and the U District, the buses could be moved to other BRT routes. I realize that a lane of traffic might have to be made transit/right turn only, but the traffic along 45th is awful, and light rail along that route seems too far in the future.	Central Corridor
More options for direct transit to/from places such as Kent and Renton and Seattle.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Light rail connecting eastside to westside.	Central Corridor
Greenwood & Greenlake?	Central Corridor
Streetcar in Seattle: * along Jackson St. to 23rd and northward to E Union St * along Jackson St. and south on Rainier Avenue to S Dawson St	Central Corridor
Light rail to link greenwood/85th (perhaps to northlake mall) to downtown or connect into proposed Ballard line	Central Corridor
light rail from downtown seattle up through aurora ave. needs to be considered as well.	Central Corridor
Sound Transit bus service east-west across the Kent Valley Sound Transit bus service from West Seattle to University of Washington Sound Transit bus service form West Seattle to Factoria	Central Corridor
A stop at Alki beach would certainly be heavily used	Central Corridor
Denny Way/Route 8 is an extremely high-density transit corridor that needs consideration - either elevated or tunnel options to remove the buses from other motorist traffic and improve timeliness and congestion with the route. Route 8 is one of the most frequently used buses to travel East-West through Seattle and needs more love!	Central Corridor
Seattle: East/West linkage with street car or light rail along from Downtown along Yesler through the Central District to Leschi (just like the street car in the early 1900's)	Central Corridor
A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network. A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.	Central Corridor

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 Central Corridor

Fremont light rail	Central Corridor
Seattle to Bellevue/Kirkland West Seattle to Eastside Seattle to North End	Central Corridor
More transit options to avoid the congestion on West Seattle Bridge	Central Corridor
Light rail from Seattle to Bellevue	Central Corridor
Light rail from Lynnwood to Renton on the east side of Lake Washington, via Bothell, Woodinville, Kirkland, and Bellevue.	Central Corridor
ST3 DOES NOT PROVIDE ADEQUATE DATA TO ANSWER THIS QUESTION	Central Corridor
A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.	Central Corridor
Expanded water taxi service and utilization of King County's water to improve transportation options.	Central Corridor
Sand Point crossing	Central Corridor
Ballard to Northgate (continue proposed Downtown to Ballard route up 15th north continuing on Holman/105th to Northgate.	Central Corridor
Extending light r	Central Corridor
Metro 8 subway, some grade-separated option for First Hill/Central District	Central Corridor
More BRT, less Light rail	Central Corridor
I think an express (limited stops) light rail train to the airport from downtown would really be useful. The current route takes too long.	Central Corridor
Connections of current light-rail to future lines. There is a great deal of disconnected feel to Seattle's public transit.	Central Corridor
More heavy rail. There should be real trains between Everett and Renton, with one line through Seattle another through Bellevue.	Central Corridor
MORE THOUGHT INTO WEST SEATTLE EGRESS ISSUES	Central Corridor
Downtown Seattle to Tacoma Downtown Seattle to Edmonds via Alderwood Mall Downtown Seattle to West Seattle Junction	Central Corridor
Downtown to Fremont	Central Corridor

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 Central Corridor

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<p>More biking/pedestrian infrastructure for safer streets.</p>	<p>Central Corridor</p>
<p>Transit options for Fremont/Dexter neighborhoods to get to points east without long delays (i.e. Capitol Hill, First Hill)</p>	<p>Central Corridor</p>
<p>West Seattle needs service from the south end of Seattle - not just the Junction area.</p>	<p>Central Corridor</p>
<p>Ballard to West Seattle</p>	<p>Central Corridor</p>
<p>Build more roads, eliminate bus only lanes and increase fares to help pay for transit options.</p>	<p>Central Corridor</p>
<p>Stop reducing lanes to slow traffic.</p>	<p>Central Corridor</p>
<p>Better connections from north seattle to eastgate/factoria. It's easier to drive from Ballard to Factoria than to take a bus. Can we make that faster? A lot of Boeing workers are in the area and most of them drive single occupancy cars. TMobile is in that area too.</p>	<p>Central Corridor</p>

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 Central Corridor

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<p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.</p> <p>A bypass line to the airport to speed up service between airport and downtown Seattle</p>	<p>Central Corridor</p>
<p>Study the possibility of Sounder having its own right-of-way (i.e. buy tracks from BNSF) to provide all day service.</p>	<p>Central Corridor</p>
<p>Generate more transit hops in general. Meaning complete restructuring of Seattle Metro bus lines by transporting everyone out of the city with light rails to major transit stations first. Then transit to buses which take users to their specific neighborhoods.</p> <p>Also LESS bus stops...In general 50% of the stops could be deleted which would save \$ millions in fuel and maintenance cost. What is so bad about walking 5 blocks?</p>	<p>Central Corridor</p>
<p>MT route 8 tunnel</p>	<p>Central Corridor</p>
<p>Beacon Hill/Columbia City/Mount Baker area to the east side (either Bellevue or Redmond)</p>	<p>Central Corridor</p>
<p>Ballard to Northgate Lightrail</p>	<p>Central Corridor</p>
<p>Build trails and streets and boulevards, not boutique dinosaur rail that will take me from where I am not to where I don't want to go. Why is there no list of reasons for not wasting my money to transport others?</p>	<p>Central Corridor</p>

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 Central Corridor

There should be an option to take the light rail to Ballard by way of Queen Ann. The Elliot Bay route takes the light rail on a route that targets mostly single family homes/demo and non commercial areas. Westlake is a better route as south lake union develops, but the best route would be to provide access to the Seattle Center and up to Queen Ann before dropping into Ballard by way of Fremont and NW Market St.	Central Corridor
More connections to West Seattle - we are a booming area with an already at capacity bridge access	Central Corridor
Why is there not a comprehensive mass transit option showing the cost to have region wide light rail, express buses and park and rides? If a person who lives in Redmond, Snohomish, Everett, Olympia, etc. could go on the web sight and see the option for them to use light rail or express buses if a project where approved I feel like it would receive more support.	Central Corridor
Easy to access public transportation between Seattle and Olympia. There's JBLM down that way too and there is no good public transportation for those folks regionally.	Central Corridor
More east west projects in north seattle	Central Corridor
Connecting Seattle to Bellevue/Redmond via light rail or dedicated transit-only highway lanes	Central Corridor
light rail/ subway (elevated/ tunnel) at Denny Way from new Expedia Site to Capital Hill Station and east on to 23rd Ave	Central Corridor
Northgate to Ballard via Crown Hill	Central Corridor
Better bike/ped access and thruways throughout the region, e.g. completing burke-gilman trail, better bike connectivity to new 520 floating bridge, etc.	Central Corridor
Expansion of Sounder commuter rail service from Marysville / Everett to Seattle in lieu of Link light rail service to Everett.	Central Corridor
Elevated route & bridge from Magnolia through Ballard to Northgate. High-speed, elevated transit from Tacoma north through West Seattle, Downtown, to Marysville via Boeing-Everett. Too much focus is only on transit into Seattle in the morning & out at night. Dead-heading buses should also be used to serve areas outside of Seattle. Better East-West service in Seattle. Metro trip planning routes everyone through downtown Seattle causing overcrowding of those buses & overly long trips. All bus bulbs & neighborhood round-about should be eliminated due to their negative impacts to increased traffic congestion. All light rail should be above or below grade so it doesn't negatively affect surface traffic.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>A bypass line to the airport via Georgetown. A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor.</p>	<p>Central Corridor</p>
<p>Connection from white center option (C-03C) to Burien and SeaTac (possible connection at the Tukwila station) Infill station for light rail to provide access to Southcenter</p>	<p>Central Corridor</p>
<p>Sandpoint, Greenlake, Golden Gardens</p>	<p>Central Corridor</p>
<p>There are no good transit options from downtown/central Seattle to Bothell/Canyon Park P&R. Bothell/Canyon Park is a rapidly growing corporate office area with new offices being developed or expanded - or so it seems from the increased traffic congestion in the area before and after regular business hours M-F.</p> <p>I understand that a Community Transit bus takes commuters _from_ Canyon Park P&R to downtown Seattle a few times in the morning and then _from_ downtown Seattle to Canyon Park P&R in the afternoons. However, for people who do the "reverse commute" there is no such easy option. The only pliable option is to take the ST 522 bus up Lake City Way and then figure out a way to get from UW-Bothell to Canyon Park (walk the 3 miles or wait 30-minutes to an hour for the local Community Transit bus). It seems logical that the existing Community Transit 435 bus line could be "expanded" to take passengers who do the reverse commute from downtown Seattle in the mornings up to Southern Snohomish County.</p> <p>I'm a regular bike commuter who utilizes the ST 522 route up Lake City Way in the mornings and then I ride the Burke-Gilman trail back to Seattle in the evenings, 2-3 days a week 10 months a year. Having a bus-only option would even further reduce my driving-solo days.</p>	<p>Central Corridor</p>
<p>we need more cross-seattle connections. e.g., Queen Anne to Capitol Hill or University District without going downtown</p>	<p>Central Corridor</p>
<p>A tunnel under downtown Seattle from south of Pioneer Square to Queen Anne and/or Ballard and, eventually, Fremont. First for buses, but convertible to trains.</p>	<p>Central Corridor</p>
<p>Orange and yellow lines: http://www.seattlesubway.org/seattle.jpg</p>	<p>Central Corridor</p>
<p>Light rail access to Seattle's Queen Anne neighborhood.</p>	<p>Central Corridor</p>
<p>An east-west connection that links the South Lake Union street car with Capitol Hill and the Central District (including First Hill streetcar). The Metro bus 8 is obviously completely overcapacity -- there needs to be more transit covering that route, especially with Amazon continuing to grow.</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Rail along 405 corridor, instead of BRT. Rail should be like Chicago and other cities in dedicated pathways along the interstates that exist now.	Central Corridor
light rail from Roosevelt to Kirkland	Central Corridor
- Adding car capacity (non-mass transit) to I-5 through Downtown Seattle - Adding car capacity (non-mass transit) to West Seattle Bridge	Central Corridor
Automobile use will always be important to many segments of the population. The need for this should not be overlooked in a transit-at-all-costs philosophy of regional transportation. Transit simply does not answer all needs, and vehicle use should not be penalized. Development of additional, creative routes for automobiles should be included in a healthy regional plan.	Central Corridor
Do Nothing. Stop spending tax dollars.	Central Corridor
Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.	Central Corridor
I-5 pedestrian/bike bridge from North Seattle Comm. College to Northgate station.	Central Corridor
Projects that would include the outer areas of the region (Up Hwy 2 and Hwy 522).	Central Corridor
haven't studied adequately to make an informed critique	Central Corridor
Light rail bypass to SeaTac via Georgetown. Would be much faster than current Link through SE Seattle	Central Corridor
CROWN HILL STATIONS!	Central Corridor
Downtown/U District to Bellevue/Redmond	Central Corridor
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor	Central Corridor
West Seattle to downtown carpool lanes (share with bus lane over bridge?) for 2+ occupancy vehicles.	Central Corridor
NE Seattle needs transit option to get to link station, like a trolley to Children's Hospital and Magnusson Park	Central Corridor

Sound Transit 3 - Draft Priority Projects
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 Central Corridor

North Sounder Line infill station at Ballard. Was to be "provisional" station if funds were to be secured, but seems to have fallen off the radar.	Central Corridor
a usable subway system within seattle	Central Corridor
West Seattle to SEATAC: express bus, rail, pony or piggy-back -- ANY DIRECT ROUTE!	Central Corridor
Light rail/subway servicing neighborhoods on the number 8 route, as it passes through some of the highest density and fastest growing neighborhoods in the area.	Central Corridor
<p>NO MORE RAIL GRADE CROSSINGS! Build new rail in a tunnel (or elevated where it makes sense), but no more grade crossings. That's where collisions happen (duh) and there are lower speed limits for the trains using them. Also, several times an hour trains interrupt surface traffic, including vehicles responding to emergencies. NO GRADE CROSSINGS!</p> <p>Sounder station downtown - there was an opportunity to build one there before Benaroya Hall was built ... (http://www.farmdale.com/transit/railsta2.gif - note the date) It's ridiculous for anyone living north of downtown to walk *south* to go home, not to mention that a centrally located station would make Sounder even more attractive than it is now. Yes, building an underground station now will be really expensive, but it can be done - check out the excavations under Grand Central Station, part of the east side access project (and things like diesel exhaust, etc., can be mitigated).</p> <p>Why aren't tracks for light rail included in the new SR-520 bridge? We will want them there someday, but to build them in the future we will have to (a) close the HOV lanes for a year (or three or five) and then (b) lay the track (and construct the overhead power wire). If we had included the tracks today we could add light rail on that corridor by (a) adding the overhead power, which could done with overnight closures of the HOV lanes. The cost of including the tracks today would have been negligible compared to the entire cost of the SR-520 project, adding them later will cost millions. I consider it to be gross negligence on the part of WSDOT and Sound Transit to not lay track on the new SR-520 as the bridge is being built.</p>	Central Corridor
Capitol Hill to Wallingford and Fremont	Central Corridor
West Seattle Tlaffic and Light Rail solutions	Central Corridor
<p>1) Belltown - SLU - Capitol Hill - 23rd Ave E light rail tunnel</p> <p>2) Central Link Georgetown - South Park - SeaTac bypass</p>	Central Corridor

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 Central Corridor

West Seattle park and rides. Transit options around the West Seattle bridge.	Central Corridor
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	Central Corridor
More connections between South Seattle to U District and Capitol Hill that do not require going through Downtown.	Central Corridor
route 8 light rail (lower Queen Anne, Capitol Hill, Central District) Airport, Georgetown, downtown bypass	Central Corridor
Light rail should go all the way to Sea-Tac airport, eliminating the walk through the parking garage. Every other airport worldwide that has light rail puts the station in the terminal, or below the terminal. Many people do not have the ability to walk the distance that is required to use light rail to access the airport, and it is more difficult for tourists to use since it is so far away. It is criminal that the station is where it is, in a supposedly world-class city like Seattle.	Central Corridor
Having Ballard-to-UW rail line extend west to Golden Gardens.	Central Corridor
Ballard to Capitol Hill	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Ballard light rail - market street to nw 85th vicinity	Central Corridor
High capacity transit connection between Downtown Renton and Downtown Seattle (connecting via Rainier Beach)	Central Corridor
A line connecting Uptown, South Lake Union, Capitol Hill, and First Hill A DT Kirkland/DT Bellevue/Eastgate light rail line that uses the savings from shortening the line to truly serve the ridership generators, rather than just missing them. Burien/Renton HCT	Central Corridor
1> Sand Point to DT Kirkland via new cross-lake connection (tunnel or bridge).	Central Corridor
Connection to central district/madison park via light rail.	Central Corridor
High speed rail between Tacoma, Seattle and Everett (Bellevue and issaquah too). Light rail is too slow and no one will use it unless it is significantly faster than sitting in traffic.	Central Corridor
Fremont light rail access	Central Corridor
Queen Anne hill connection to light rail	Central Corridor
Light rail to Georgetown and South Park, additional service for South Seattle.	Central Corridor
Ballard Sounder Station	Central Corridor
West Seattle Tunnel to Junction and White Center	Central Corridor
Extension of Ballard - UW line towards university village and northward towards lake city.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>
<p>Ferry transit Connections for ferry commuters Improved biking paths</p>	<p>Central Corridor</p>
<p>I have no idea, and that is the point How are the plans picked?</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>1. A metro route 8 subway from Belltown to SLU / Denny to Capitol Hill to central district/23rd corridor. 2. A bypass line to the airport via Georgetown to speed up service for south King County/Pierce County riders. 3. An Issaquah to Kirkland line that connects I'm south Bellevue to improve access to transit-supportive destinations. 4. A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City, and Bothell.</p>	<p>Central Corridor</p>
<p>Light rail from Seattle to Eastside(Bellevue)</p>	<p>Central Corridor</p>
<p>A more reliable service for Madison from downtown to Lake Washington. Also, light rail for the Number 8 bus line.</p>	<p>Central Corridor</p>
<p>What's missing a dose of common sense. All existing surface streets need to be retained for cars, trucks, taxis, buses, etc. For example, there shouldn't be any further thought given to any transit addition that uses surface streets and eliminates existing travel lanes along 15th/Elliott Avenue. Using surface streets necessarily sets up conflicts with vehicles, meaning an accident will occur every so often, meaning that the rail system will NOT be reliable. In addition, the Elliott/15th corridor serves industrial and commercial fishery users in Ballard and Interbay, as well as a massive cruise terminal that loads up the corridor with tour buses and taxis, and provides necessary access for those who will (apparently) never be served by light rail, e.g., the entire Magnolia neighborhood. In addition, there is no obvious commitment to providing vehicle parking at new transit stations. Common sense dictates existing residents aren't going to walk 2 miles in the rain up and down hills to get to a transit station along 15th/Elliott.</p>	<p>Central Corridor</p>
<p>We need service at the north end of west seattle. All plans go to the junction. Our backbone here is California from Admiral to Morgan Junctions to the ferry and then on 35th ave sw south. I am frustrated that everything seems to center on the junction south!</p>	<p>Central Corridor</p>
<p>Better transport options in city (central district, Madison valley, etc.) look at corridors that already have limited bus routes, as people there want more transport options but are extremely limited.</p>	<p>Central Corridor</p>
<p>A central Seattle light rail line that that replaces the number 8 bus.</p>	<p>Central Corridor</p>

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<p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>
<p>I think more should be done on exploring light rail down Aurora Ave.</p>	<p>Central Corridor</p>
<p>Ballard/Queen Anne to Capitol Hill</p>	<p>Central Corridor</p>
<p>Light Rail from Downtown to Bellevue Transit Station</p>	<p>Central Corridor</p>
<p>Light Rail from Downtown to Factoria</p>	<p>Central Corridor</p>
<p>I believe that light rail is a waste of money as it doesn't allow for population movement. I believe that there should be more focus on bus projects, which are more flexible. The over-focus on light rail in this survey makes the survey a sham. Incidentally, I didn't learn to drive until I was over 50, so I do support mass transit. I will be voting against any new tax that will be used for added light rail projects.</p>	<p>Central Corridor</p>
<p>Light rail tunnel to Seattle center, queen Anne, Ballard.</p>	<p>Central Corridor</p>
<p>Capitol Hill to SLU. Downtown to Georgetown. University District to Kirkland via new transit only (and pedestrian/bike) bridge.</p>	<p>Central Corridor</p>
<p>Network of safe OFF ROAD bike lanes throughout West Seattle to Downtown. Link up with the existing Green River bike trail for commuting to Southcenter.</p>	<p>Central Corridor</p>
<p>anytime a new transit tunnel (or lane) is being built an adjacent bike tunnel (or path) should also be built thereby allowing people to bike commute without fear of being hit by cars</p>	<p>Central Corridor</p>
<p>Realistically, for light rail to work, people will want to park their cars near a light rail station. Suggest adding in parking facilities near a light rail station or free bus rides to the nearest light rail station to encourage commuting. At this point, we must incentive (make it easy) for folks to want to give up their car.</p>	<p>Central Corridor</p>
<p>There should also be an option for a line that goes into east Seattle--e.g. from downtown to SLU, to Madrona, to Mount Baker.</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

New downtown transit tunnel for West Seattle BRT (WSTT)	Central Corridor
More east-west lines, including a Queen Anne, SLU, Cap Hill, and arch down through central district, with stops, to the I90 station and tie into the Rainier Valley light rail at the first stop east of the tunnel.	Central Corridor
More commuter options for people to easily get into and out of Seattle. Our roads are clogged with people who work in downtown Seattle	Central Corridor
Additional stops near Greenlake	Central Corridor
Generally, connecting the outer suburbs of King/Pierce County with the urban core. Provide low-cost transit options that rapidly connect people living in low-income outlying areas to the center of Seattle.	Central Corridor
Light rail extending out to Lake City and Bothell area.	Central Corridor
167 corridor no timely and easy to use services to Valley Medical Center from North or South	Central Corridor
Connection from multiple places in Seattle to multiple places on the east side	Central Corridor
A light-rail connection from downtown to the Eastside	Central Corridor
Improved light-rail moving south toward Renton or Kent	
Improved light-rail moving north toward Shoreline	
Ballard to West Seattle light rail	Central Corridor
East / West projects -- Maybe I missed it but I'm very interested in public transit options to reduce car congestion between East (Bellevue, Redmond, Kirkland) and West (Seattle).	Central Corridor
Light rail across 520/I90	Central Corridor
east-west line through South Lake Union out to Capitol Hill and beyond (23rd and Madison?). Need better east-west connections, seems like almost everything is north-south	Central Corridor
<ul style="list-style-type: none"> - Lower Queen Anne/SLU/Capitol Hill - Ballard/Fremont (it's unclear if Option D is one of the Ballard light rail options) - Lake City light rail - First Hill infill station - Another Capitol Hill station to improve bus transfers - Central Area light rail 	Central Corridor
Some sort of light rail option connecting First Hill and the CD with the rest of the city. A streetcar is kind of nice, but overall time to walk to it, ride, transfer to light rail is incredibly frustrating. This seems like it could be achievable as a spoke connecting to the existing Capitol Hill station. The close proximity of First Hill and CD to the existing infrastructure seems like it makes it a better choice than West Seattle for sure, and probably Ballard.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

better transit options across lake Washington - the floating bridges are at capacity and a public transit solution to connect Redmond to seattle would be the best way to relieve congestion. We need to connect our region's major employers to Seattle- Boeing and Microsoft.	Central Corridor
Light rail service to Olympia Sounder Service to Olympia Rapid Bus service to Olympia	Central Corridor
Mass/Rapid transit options for the Duwamish cooridor - South Park, Georgetown, etc.	Central Corridor
Link light rail from Rainer/I-90 station heading north along 23rd avenue to Madison valley and then west to Capitol Hill and south lake Union.	Central Corridor
Destroy the Bertha tunnel NOW.	Central Corridor
More infill of Central Link north of downtown.	Central Corridor
Magnolia connection or stop for the light rail.	Central Corridor
NEED TO CONNECT TO SEATTLE CENTER....THEY HAVE 12 Million visitors annually. Make sure a stop is near there on way to ballard.	Central Corridor
light rail along SR99 corredor and connections to major employment center in south lake union	Central Corridor
Metro has no shuttle service at South Center. Buses stop at Mall. We need a circular loop that covers other shopping areas in the vicinity. As it is now it is a long walk say from the mall to Azteca!	Central Corridor
bicycle interoperability	Central Corridor
How do you get across lake Washington from seattle to the east side using light rail - go all the way around lake washington? There seems to be a missing piece - the Seattle to Bellevue connection.	Central Corridor
I live in Magnolia. Would like to be able to access convenient public transportation. If rapid transit is going to be along 15th Ave W/Elliott I would invite you to entertain feeder transportation from Magnolia to the rapid transit stops, frequent during rush hour. Right now I must use the car for the most part.	Central Corridor
Scott Kubly said in a talk that bus or other transit options need to come (reliably) in 15 minute (or less) intervals to get more people on transit. I think you need more study on how to make that a reality on more already existing bus routes in Seattle. I agree. If I knew a bus would actually come every 15 minutes, I would take the bus. Right now, all my potential routes (10,12, 8, 19,11) are completely unreliable or too infrequent to plan around.	Central Corridor
Lower Queen Anne to Capitol Hill via South Lake Union	Central Corridor
More roads, less bike and more busses.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

I'd like to see a comprehensive plan that take ALL peak-hour traffic into consideration from Everett to Olympia as well as Seattle to Bellevue (north/south and east/west). There needs to be a long-term plan that takes regional traffic needs (complete with regional growth projections) into consideration. I'm not for piecing it together in what seems to be an ad-hoc, reactionary way. Traffic congestion is a major issue in the region that needs to be addressed. Be wise with hard-earned tax payer money and conduct one thorough study and present a multi-year plan. I find it hard to get behind what seems to be an ad-hoc approach and would strongly prefer a long-range plan.	Central Corridor
Anything that alleviates the 405 mess. there is only one project that seems to affect this area.	Central Corridor
Metro Route 8 Subway Airport bypass link light rail line via Georgetown and South Park A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City to Bothell	Central Corridor
Do nothing.	Central Corridor
Fixing the roads, and not forcing those who drive to catch the bus or ride bikes. Also with the new changes there has been times where the elderly have been affected during adverse weather conditions. This should not be.	Central Corridor
downtown seattle to downtown bellevue light rail	Central Corridor
Expansion of freeways for automobile use	Central Corridor
Extend the monorail and allow the use of ORCA to pay for it.	Central Corridor
Would like to see a plan to connect the system all the way to Olympia	Central Corridor
Queen Anne + South Seattle (e.g. Georgetown) light rail extensions	Central Corridor
Fix the streets we already have. Just because there are buses and trains, does not mean people will ride them. Fix the ill-advised tunnel, even if it is the wrong option. We know, as is mentioned herein, that the population will grow drastically in the next 25 years. BUILD enough capacity now, instead of adding on every few years, ala 405 and 167, when costs triple or more. And most of all, remember, that the more that is built, the more that has to be MAINTAINED - something not being done now due to....costs. The roads are equivalent to third world standards in Seattle.	Central Corridor
Please include the "D" route option of Ballard to Downtown Seattle through Fremont and Queen Anne.	Central Corridor
Seattle light rail extension to Renton Seattle light rail extension to Kent	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

Tukwila stadium. University to Bellevue connection.	Central Corridor
Build new roads, highways and lane capacity. Eliminate unnecessary bike lanes and restripe one lane arterials, that functioned perfectly fine for decades as two lane arterials (Fauntleroy Way, Admiral Way and Stoneway, back to two lane arterials.	Central Corridor
Fremont needs a bus going up and down Fremont Ave and light rail needs to be closer to central Fremont	Central Corridor
Replace metro bus route 8 with a subway	Central Corridor
I would like to see more bus rapid transit options for many of these same corridors.	Central Corridor
restore and improve downtown core bus service to the City of Seattle residents that want them the most. Stop cutting back on core buses.	Central Corridor
Metro Route 8 Tunneled Link Line, Express Airport Link Line via Georgetown,	Central Corridor
Protected bike lanes	Central Corridor
Priority 1 should be: Light rail extension from the current light rail station at the North end of the airport trending West to Burien transit station. The rail should be elevated and lay between the E/W lanes of SR 518. Tunnel the last mile to the current Burien transit station to avoid the 1st ave./148th intersection and require less energy to propel the train over that stretch.	Central Corridor
More public transportation options to commute from Seattle to Everett. Many Boeing employees live in Seattle and work in Everett. There is no Sounder service north in the morning / south in the afternoon. This would be a great option that would significantly reduce people that drive that route.	Central Corridor
Issaquah to Seattle line would tremendously help relieve i-90 traffic.	Central Corridor
1) Raising fares to fund projects operations and shifting cost to users of transit. 2) Shifting bus routes away from major roads where they cause traffic obstacles. 3) Making bus stops so that they do not block a lane of traffic when unloading and loading passengers. 4) Planning transit lanes so that they do not increase traffic congestion. 5) Increasing security at park and rides so vehicles are not vandalized or burglarized.	Central Corridor
what a terrible question- so broad and binary	Central Corridor
Seattle to Redmond 520 corridor plan	Central Corridor
Something to serve Queen Anne (possibly Queen Anne to Capitol hill option?). Something to get from West Seattle to Mt. Baker/Rainier Valley area.	Central Corridor

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 Central Corridor

<p>Extended all night light rail transportation service to the airport and from neighborhoods to the light rail. Many people have to catch early flights, but drive their cars and park at the airport, get lifts, or pay for over priced private transportation (Airporters). I have a family member who works varying late night or very early shifts at the Airport (start 3:00 - 4:00 AM) who cannot get there without getting a ride or taking a taxi and she is only a few light rail stops from the airport.. She is considering getting a car for this reason. Other businesses in South Seattle and elsewhere have employees who have to be at work at odd hrs (ex. UPS). So there should also be all night transportation services for those who work odd hours and need services to and from work. Late night transportation from neighborhoods to downtown and to the airport is essential. Fewer people would drive after a night out if they had transportation. Meaning less drivers under the influence, or just drowsy and fewer accidents, avoiding unnecessary tragedy, freeing up Law Enforcement to focus on other urgent matters and ultimately save taxpayer money. The great cities have this.</p>	<p>Central Corridor</p>
<p>Seattle to Bellevue Light Rail</p>	<p>Central Corridor</p>
<p>1)Lower Queen Anne/South Lake Union/Capitol Hill/First Hill 2)Seattle To Bellevue</p>	<p>Central Corridor</p>
<p>madison park - central district</p>	<p>Central Corridor</p>
<p>Another route or two in and out of Magnolia. A ped. bike, transit cable-stayed bridge replacing the viaduct on the waterfront like they have in Portland. More elevated trains in the city. Proximate commuting.</p>	<p>Central Corridor</p>
<p>Extended Ballard light rail plan from downtown Seattle to Ballard (Market), to north Ballard, Crown Hill and Northgate (15th Ave to Holman to 105th St).</p>	<p>Central Corridor</p>
<p>Lower Queen Anne/South Lake Union/Capitol Hill/First Hill. Burien/Renton connections.</p>	<p>Central Corridor</p>
<p>Everett to Tacoma and Redmond to Downtown should be viewed as the backbone of Light Rail. Other transit should feed into this backbone. It is too expensive to cross the ship canal to and from Ballard. Ballard should connect to the north/south Light Rail at Northgate. It is too expensive to cross the Duwamish River to and from West Seattle. West Seattle should connect to the north/south Light Rail at Tukwila. The huge cost of those two tunnels and/or bridges could be used to buy much more transit elsewhere.</p>	<p>Central Corridor</p>

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 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

- A crosstown-Seattle subway or gondola system (King County Metro route 8 replacement) - An express line from Seattle to the airport, e.g. through Georgetown - A line from Ballard through Greenwood and Lake City to Bothell	Central Corridor
RAIL options from Fremont or Wallingford to access South Lake Union, Downtown Seattle and/or University District RAIL options from Fremont, Ballard or University District to Bellevue, Kirkland or Redmond RAIL options from Fremont, Ballard or University District to Sea-Tac International Airport Eliminating car pool lanes so traffic can move more sustainably.	Central Corridor
A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.	Central Corridor
You might want to study transit through the Eastlake/Fairview corridor, as development in and around South Lake Union will very likely lead to a further increase in transit use. Larger scale transit for current and expected population boom.	Central Corridor
I know I'm in a minority, but I commute by vanpool from Seattle to Tumwater/Olympia everyday. I wish there was a rail option from Seattle to Olympia.	Central Corridor
Park and ride locations near the stations for light rail need to be considered. Additional secure bike parking at stations.	Central Corridor
North Seattle - University, Greenlake, Northgate - to North Eastside - Bothell, Woodinville, Juanita, DT Kirkland	Central Corridor
South Lake Union, particularly East - West transportation between Belltown/Uptown through South Lake Union to Capitol Hill in the Mercer / Denny corridor.	Central Corridor
I'm sure I am missing the obvious but I feel a	Central Corridor
No useable direct rapid transit to Mukilteo from downtown Seattle during the morning, and reverse in the evening. I have no idea why Mukilteo has a Sound Transit train station when the train only stops there once in the morning going north at 9 (admittedly I haven't looked at the most recent schedule).	Central Corridor
More/ more frequent express bus service from Seattle (North Seattle) to Paine Field/Boeing Factory in Everett	Central Corridor

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There needs to be a Queen Anne <->capital hill option	Central Corridor
South Seattle (Othello, New Holly, Seward Park, Rainier Beach, South Beacon Hill) to Redmond - Express light rail OR direct bus line.	Central Corridor
more streetcar lines in dedicated lanes to such places at Madison Park, Magnolia and many more	Central Corridor
There is still no plan for Magnolia (98199). Every single plan bypasses this neighborhood. No BRT, no hub/spoke model connecting to light rail or BRT, and no light rail access. Every neighborhood is getting connections, but every time there's a new "plan," Magnolia is a big black spot of no access. Given the extreme crowdedness of the buses that run there (frequently standing room only, often turning people away early in downtown), I can't buy the argument that it wouldn't work here. In addition, everyone I know who's moved to the neighborhood complains about the transit options. Until Magnolia is given *some* consideration, I can't in good conscious vote for a billion extra dollars to help people from the suburbs get to downtown quicker and cheaper than I can living in the city.	Central Corridor
1. Reverse-commute, non-peak, and weekend Sounder service. 2. A legitimately well-funded and meaningful transit oriented development program that equitably shares the benefits of transit to all. 3. Funding to study and implement consolidation of regional transit service providers. I've heard the talking points about "integration" and I am not convinced - funding to consolidate transit agencies will save the public administrative costs in the long-run.	Central Corridor
Move buses out of light rail tunnel, elevate light rail so it does not share streets with cars, give street cars dedicated lanes so they don't share with cars.	Central Corridor
Adding more stations in the actual light rail. Like for example it should be more stations in Capitol Hill and 23rd and Montlake.	Central Corridor
Additional North Seattle rail options. Too much focus on "connecting the spine" when Light Rail to Everett and Tacoma is wrong mode/wrong application of technology.	Central Corridor
Light rail from downtown to overlake transit center	Central Corridor
Burien/Renton, reliable crosstown transit in underserved dense seattle neighborhoods (cap hill, LQA, SLU, etc)	Central Corridor

<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>
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<p>I don't know what is included but we need more parking by light rail stations and closer together stations. The way it's set up now leaves poor underserved and many who want to use it unable. It's very frustrating that one can't drive to a station. Serves no one.</p>	<p>Central Corridor</p>
<p>Light rail connecting down town to Bellevue and Redmond</p>	<p>Central Corridor</p>
<p>Capitol Hill to Ballard</p>	<p>Central Corridor</p>
<p>Flying boats</p>	<p>Central Corridor</p>
<p>There is no transportation for West Seattle residents living north of the Alaska junction. Increasing service from there does not significantly help when it still takes me 30min. To walk to the bus stop</p>	<p>Central Corridor</p>
<p>Additional connections to Shoreline/South Seattle</p>	<p>Central Corridor</p>
<p>We need light rail from downtown/capitol hill station to downtown everett.</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
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 Central Corridor

Express buses that travel from downtown to Burien Transit center via Delridge. The 120 and 125 buses are over crowded with park and ride commuters that enter/exit at Westwood village.	Central Corridor
Roads for cars	Central Corridor
Downtown Seattle to Bellevue light rail	Central Corridor
Downtown Seattle to Issaquah Highlands light rail	
Monorail from Westlake Mall to West Seattle Alaska and California Ave Junction	Central Corridor
Extend RapidRide route D north/east from Ballard to connect up with RapidRide route E on 99 near 105th. This will better interlink the system and accommodated a much wider variety of trips to boost ridership. Increase frequency on all RapidRide lines to be 10 min or less between buses. For many that is the magic time threshold to tip the scale between taking the bus and driving. Extend hours for the central light rail link service between seatac and downtown to accommodate late evening airplane arrivals. Extend schedule to a 2am last train all days of the week.	Central Corridor
Light rail from downtown with stops at SLU, Queen Anne, Fremont, Ballard, Greenwood, GreenLake, Wallingford, UW	Central Corridor
Not sure why we aren't connecting major neighborhoods to employment centers.	
University district to magnuson park or those region (northeast Seattle)	Central Corridor
Subway options for Seattle. Please.	Central Corridor
	Central Corridor
Transit options from Tacoma to Renton/Renton to Tacoma. It's ridiculous that one has to take transit from Tacoma to Seattle and then catch a connection in Seattle to Renton.	
West Seattle to Seatac	Central Corridor
West Seattle to SeaTac.	Central Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Central Corridor

<p>-Light Rail Lines/extensions that address big gaps in service to areas such as SLU, Eastlake, Queen Anne, Georgetown (etc.); -"Infill" Light Rail stations at Montlake/Eastside of Capitol Hill (duh, duh, duh!!!); -Better identifying signage and wayfinding; -Address the idiotic long walk from SeaTac Airport station to the terminal; -regular, frequent and throughout-the-day Sounder or Light Rail service between Seattle and Tacoma;</p>	<p>Central Corridor</p>
<p>Monorail should have been offered as an option to light rail elevated, but both are superior to any street level transit system. Gasoline autos will hopefully faze out eventually. Single occupancy vehicles should be restricted. The future use of freeways and surface streets would thus need consideration.</p>	<p>Central Corridor</p>
<p>Magnolia could be looped into the Ballard light rail project - there used to be surface level trolleys on Government Way. More east/west other than Ballard to U-District (it is impossible to get across town east/west)</p>	<p>Central Corridor</p>
<p>Ballard line to downtown and uw should hit woodland zoo, hit Stone Way and 45th with a station and then back to Fremont and on to downtown and UW. Line to UW should head to University Village and then to Redmond East and Bothel North.</p>	<p>Central Corridor</p>
<p>Extension of light rail from Market street to Northgate via Bus/Train intersection at Northgate to get Community transit buses off I-5 into downtown Seattle Bus/ Train intersections to remove more buses from north and south traffic jams The possibilities of having multiple trains on one set of tracks going one direction to carry even more people than the current one train one way system (loop system like is employed in Paris)</p>	<p>Central Corridor</p>
<p>Light rail / subway stops conveniently connecting high-density areas South Lake Union & Seattle Center/Uptown to other high-density areas: Capitol Hill, Downtown/Westlake & University District</p>	<p>Central Corridor</p>
<p>Ballard to Northgate light rail or bus rapid transit</p>	<p>Central Corridor</p>
<p>Almost every plan for expanded service to the Ballard district fails to consider the overgrown development in Fremont, both upper and lower below 50th North and 50th NW</p>	<p>Central Corridor</p>
<p>This is a grab bag of projects. We should be looking at a vision for a comprehensive system that prioritizes from the center out based on ridership. All land use planning should be coordinated with transit planning to encourage density by the stations.</p>	<p>Central Corridor</p>

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<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Central Corridor</p>
<p>Additional light rail station in North Capitol Hill—unbelievable that only one station (Broadway) will serve one of the densest neighborhoods in all of Seattle. Also must include a plan to extend the streetcar network throughout Seattle, including creation of a loop system to align all the disparate, unconnected (SLU / First Hill) transit lines.</p>	<p>Central Corridor</p>
<p>Connecting Everett to Tacoma via Light Rail</p>	<p>Central Corridor</p>

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<p>1. A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>2. An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.</p>	<p>Central Corridor</p>
<p>more frequent regional express service in Snohomish, South King, and Pierce county subareas. Less costly electric modes for the Eastside Rail Corridor. State should toll the limited access highways in central Puget Sound. Elevate Route 522 to BRT, Woodinville to Northgate via SR-522, Lake City, and NE 130th Street station.</p>	<p>Central Corridor</p>
<p>-Light rail will take so much time and money to build - very long time until actual fruition. Growth in Ballard is exponential - right now. Immediate solutions needed, and would like to see increase in Metro bus lines (40, 29, 17 and 18) during peak times to fill this need. Even the buses the run prior to 7am are standing room only.</p> <p>-added Sounder train platform at north end of Seattle.</p>	<p>Central Corridor</p>
<p>Eastside Commuter Rail using DMU's between Woodinville and Tukwila.</p>	<p>Central Corridor</p>
<p>Light rail along the I-90 corridor out to North Bend.</p>	<p>Central Corridor</p>
<p>Burien/Des Moines area</p>	<p>Central Corridor</p>
<p>I think Seattle should be considering a NYC style subway/light rail system that stops in every neighborhood. In several decades, this will be a must, and the time to start building it is now.</p>	<p>Central Corridor</p>
<p>East to West transit options such as across 520, across Seattle</p>	<p>Central Corridor</p>
<p>light rail to Ballard should include a stop at Interbay.</p>	<p>Central Corridor</p>
<p>Light rail option from Capitol Hill to Ballard</p> <p>Additional light rail options in Fremont/Wallingford/U-District</p> <p>Light rail options to reduce commuter congestion getting in and out of Seattle (NB and SB), which would incentivize the use of public transit and cut down on traffic immensely.</p>	<p>Central Corridor</p>

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<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.</p>	<p>Central Corridor</p>
<p>Tacoma Seattle Everett LIGHTRAIL CONNECTION</p> <p>LIGHTRAIL CONNECTION FROM SEATTLE TO EASTSIDE</p>	<p>Central Corridor</p>
<p>A large section of central Seattle east of Broadway is left without easy access to street car/light rail service. Spotty bus service east to west on Jackson, Jefferson, Cherry, and Union streets limits reliable access to light rail connections on Broadway/downtown which would be useful for downtown work commute. Poor north south service limits access to Rainier station and easy access to the airport. Other areas in Seattle likely exhibit the same issues without reliable feeders (buses, street cars, light rail) the system will have much less use that it could have in relatively high density areas.</p>	<p>Central Corridor</p>
<p>Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor</p>	<p>Central Corridor</p>
<p>A light rail that connects up to Madison Valley and down to Georgetown and over to West Seattle and down to the airport</p>	<p>Central Corridor</p>
<p>Transit to Ballard should not stop at Market, but rather continue up 15th Ave to 85th st.</p>	<p>Central Corridor</p>
<p>Where is the light rail between Bellevue and Seattle? This is critical. If Kemper Freeman is blocking it put a ballot measure to use emanate domain to take his property away.</p>	<p>Central Corridor</p>
<p>Replace Magnolia Bridge</p>	<p>Central Corridor</p>
<p>Most light rail options are needed for the Eastside. Buses will simply not do! It's already easy to catch public transit in Seattle. You should not be trying to buy votes from Seattle by packing a ton of light rail options in this area. This is the future of our region and using ST3 to buy votes for the ballot measure is a terrible way to plan for the future. I would be better to have ST3 be long-term with a higher cost if it means more areas get light rail options.</p>	<p>Central Corridor</p>
<p>Bike only lanes and options - expanding existing and future park and ride facilities.</p>	<p>Central Corridor</p>
<p>Something that removes cars from Mercer at peak travel times</p>	<p>Central Corridor</p>

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whatever happened to Seattle to Eastside tunnel across Lake WA?	Central Corridor
Seattle to Bellevue light rail. Not just light rail on the Eastside with no connection to Seattle. And Capitol Hill to Queen Anne.	Central Corridor
Give us a functional system to move about Seattle that is grade separated.	Central Corridor
Mass transit options across Lake Washington to connect Redmond to Seattle	Central Corridor
Traffic on Denny and Mercer street are getting worse every month with all the south lake union development. My commute trying to get to I5 or capital hill has tripled in the last 2 years. What can help this?	Central Corridor
<p>armpit of a 47yo smelly man every other day because we don't have enough busses. Also, instead of the behemoth known as Bertha got stuck - that money should have gone to building more lightrail throughout the area. More importantly it should be an encouraged practice for employers to offer discounted bus passes to employees. I make minimum wage, but because I live with my boyfriend who makes more than me - our "household" income puts us above the special lift pass. I work for a major downtown employer who won't offer me a buss pass. My last job offered the reduced buss pass and I paid \$15 every two weeks (each pay period) and that was amazing. I think more emphasis needs to be placed on employers in highly dense and urban areas to offer this option...they only offer the passes to the higher ups who don't even use the passes because they drive cars alone into the city (and then complain like idiots about traffic) - this is not fair and is needs to be addressed as part of a transit-plan. Please help me get an affordable buss pass, I am obviously willing to pay - but the normal monthly/yearly rate is too much of a burden on me. Please offer more options and get the businesses involved - better transit means more customers coming into the area and workers can actually make it to work on time and without having to face a financial hardship just for trying to get to work all the time. With the population set to grow, we need to make transit a priority - we need to raise the gas tax or enact a high car-tab fee. If you're rich enough to drive alone in this city, you are rich enough to pay for the responsibilities that go along with it - pay your taxes and car tab fees - and if you don't like paying for your privilege of driving, then don't drive. Don't be a rich jerk who pollutes.</p> <p>Mass transit benefits everyone and we need all the help we can get.</p> <p>Also, asking for household income is incredibly misleading and doesn't capture what is actually going on for some of us. My household income seems higher than it is due to my partner making more money than I, but I only make min. wage and can only work part time at a museum. We don't have shared accounts and my expenses don't always allow for me to afford the monthly rate. Is there any kind of exemption or thing to file to get access to cheaper Orca card? I've tried talking to my manager about this, but they tell me I don't qualify</p>	Central Corridor

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Infrastructure development for self-driving or partially self-driving vehicles. My understanding is that a relatively small number of self driving vehicles can make large impacts on road usage, travel times, etc. Taking an active role in the development of these systems and any supporting infrastructure will help the region function.	Central Corridor
Downtown Seattle to West Seattle/Junction light rail, below grade/tunnel	Central Corridor
More rail, preferably grade-separated, almost everywhere.	Central Corridor
I'm so disappointed in the region's transit I don't know where to begin. Go to Portland and look around. A city smaller than Seattle has rail and transit options that are better than San Francisco and Seattle. And why are transit stations kept from having restaurants, shops and other vendors? Go to Tokyo and see the vibrancy and sense of place and bustle this provides. Why do we still not have reasonable day pass and week pass options? Again, look at Portland. How about running transit until 2:30, 30 minutes after bars close so people can get home safely from night life? You guys are planning to be behind Portland 20 years from now. Why on earth should I wait in Seattle for 20 years when Portland has much better to offer NOW? This is what many people are thinking. Even besides the infrastructure planning you are asking us about, you aren't doing anything (so it seems) about things you do now to make the transit system better and match how people use it. You want more projects and feedback on 39 but you aren't even doing what you should be with the lines already in place.	Central Corridor
regional mass transit must have a separate guide way from surface traffic. Without separate right of way the mass transit service is stuck in the same congestion as the surface traffic. A separate guide way adds to speed of service, safety, and reliability.	Central Corridor
South Lake Union - First Hill - Central District subway.	Central Corridor
BRT along the Eastside Rail Corridor between Kirkland and Bellevue	Central Corridor
Quick access from downtown to airport NOT via MLK. Downtown to west seattle, white center, burien access transit (not bus) Transit serving east, north and south neighborhoods that do not run through irrelevant neighborhoods	Central Corridor
Increase of Sounder service in general, including weekend service. All the connections are in small increments - what about seamless service from one end of King County to the other? Why isn't there a train that goes from Everett to Tacoma with a few key stops along the way?	Central Corridor

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 Central Corridor

Light rail to South Center shopping center and from U district to Northgate shopping center	Central Corridor
1. Connecting light rail to ferry terminals without having to hop onto a bus or use other transportation. This can increase walk-on passenger ratio and reduce the burden on ferries while increasing accessibility for riders.	Central Corridor
Sounder stop at Golden Gardens park/ West Ballard. Sounder stop at new Exdedia campus	Central Corridor
West Seattle/White Center BRT (grade-separated) to Downtown Seattle.	Central Corridor
An additional light-rail station is needed where the existing tracks cross SR-599 near Pacific Ave. South. A station at the south end of the SODO district would serve Boulevard Park, Southpark. Allentown and NW Tuckwila. At the present time, our only access is north of I-90 or at the north end of SeaTac, I never understood why a south SODO station was not included in the original plans. The people in this area need a station!	Central Corridor
A north/south light rail line that runs through the Central District and Capitol Hill, connecting with the rest of the network.	Central Corridor
Light rail to Sea-Tac bypassing Rainier Valley	Central Corridor
Access to Bellevue College/Issaquah from the new Bellevue light rail. Access to Ballard and West Seattle is great though.	Central Corridor
Downtown Seattle to Fremont, Phinney Ridge, Greenwood, and Shoreline. Many riders using the 5 bus now in Phinney Ridge and Greenwood (which were originally streetcar communities) would definitely benefit with light rail service directly with downtown Seattle. This at-grade line could service from Westlake, South Lake Union, Fremont, Woodland Park Zoo (a major tourist attraction for downtown visitors), Phinney Ridge, Greenwood, and in the future: Shoreline. This could dramatically reduce commutes for a large portion of the population in North Seattle.	Central Corridor
SLU is one of the fastest growing job centers in the city and is plagued by traffic. This list of projects does not include anything to deal with this issue. Light rail spur to downtown, rapid transit to downtown - something is necessary, or SLU is going to be even more of a traffic disaster in 5 years than it is now.	Central Corridor
-South Lake Union-Lower Queen Anne-Capitol Hill connection (high traffic) -522 Lake City-Kenmore-Bothell-Woodinville corridor (or via Sand Point Crossing to Kirkland)	Central Corridor
easier access to the stations....dummies we need parking!	Central Corridor
Rapid transit to South Seattle, eg down Rainier (7E got cancelled, we miss it!).	Central Corridor

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Northern Lake Washington Crossing (Sand Point to Kirkland) Seattle Eastlake line (from South Lake Union to the U District)	Central Corridor
Service for Alki Beach.	Central Corridor
Subway development Mercer street trolley or bus between western QA and SLU	Central Corridor
I would like to see more study around a potential Sounder stop in the Loyal Heights/Ballard area.	Central Corridor
<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	Central Corridor
High-quality BRT between Downtown and West Seattle (LRT does not pencil out for this connection).	Central Corridor
<p>- I'd like to see studies of an east/west corridor stretching from Queen Anne through SLU and onward to Capitol Hill.</p> <p>- A viable eastside rail line</p>	Central Corridor

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<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor.</p>	<p>Central Corridor</p>
<p>There is a lack of rail access to key choke points around Renton and SR167 in the south, and Mill Creek in the north.</p>	<p>Central Corridor</p>
<p>There are not enough east-west corridors in Central Seattle. Would like to see: - Queen Anne <-> South Lake Union <-> Capitol Hill - North Ballard <-> Greenlake <-> Roosevelt/U-District <-> Magnuson</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects

Responses to Open-Ended Online Survey Question: "Are any projects missing?"

Central Corridor

<p>A shared ship canal crossing in the Fremont area that can be used by both a City of Seattle developed at grade LRT line on a Ballard-Fremont-South Lake Union alignment and a Sound Transit tunnel LRT line on a Ballard-Fremont-Lower Queen Anne-Belltown-Downtown alignment.</p> <p>This also means that the Ballard to downtown Seattle Transit Expansion Study's Corridor D should be put back on the table.</p>	<p>Central Corridor</p>
<p>Secured, safe and viable bike-only paths similar to those found in Vancouver BC</p>	<p>Central Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Identify missing projects	Corridor origin
Sounder Sumner Station Access Improvements and expanded parking at the Sumner Station.	South Corridor
All Day Sounder Service	South Corridor
<p>1) Extend Sounder trains to DuPont via the Tillicum neighborhood. Include a commuter rail station in Tillicum that can handle Amtrak expansion as well as the Sound Transit bus system.</p> <p>2) Create Bus Rapid Transit (BRT) or Sound Transit Express route from the Tacoma Dome via S. Tacoma Way ending at the future Tillicum Station.</p>	South Corridor
Tukwila to Redmond link light rail	South Corridor
Light link should go to kent courthouse. More east side expansion to renton.	South Corridor
City of Fife Sounder Station	South Corridor
Parking Garage in Sumner. Parking is impossible.	South Corridor
getting from Pierce County to Bellevue - via Tukwilla would make sense for timing and the awful 167/405 jam. trains at more time during the day.	South Corridor
Georgetown Sounder station	South Corridor
Connecting Renton to the light rail system	South Corridor
Rail service to Buren.	South Corridor
Need an additional Sounder Station in Seattle (north of King Street Station and north of Westlake Light Rail Station)	South Corridor
Sumner sounder station improvements	South Corridor
Improvements to Sumner Station system access (ped, bike and parking).	South Corridor
Bring light rail to Federal Way	South Corridor
Connection of SB light rail from s sea tac / airport to federal way	South Corridor
Add express sounder from Tacoma to Seattle	
Light rail from seatac to Tacoma with stops in federal way	South Corridor
Southwest to Eastside - one of the worst commutes in the Seattle area (ie., Burien to Bellevue or Redmond).	South Corridor
Puyallup station parking improvements	South Corridor
Tacoma to seatac airport light rail	South Corridor
405 Tukwila to Bellevue Light rail.	South Corridor

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Upgrading the equipment we have so they are reliable. Sounder train is delayed at least once a day so I've taken to not using it. I'd rather drive which is at least reliable.	South Corridor
Puyallup Sound transit lack of parking. Reliability of the Sounder trains. This is the main reason I do not ride as much as I would like. Notifications of delays as they are happening instead of usually getting them AFTER the fact. Better communication as to which track in Auburn the South bound train is going to be on in the evenings.	South Corridor
All I want is a bus or train from Puyallup to downtown Seattle and arrive by 0530 in the morning M-F. That option does not EXIST.	South Corridor
Use of non-railed vehicles in dedicated lanes as an alternative to light-rail should be reviewed. Frequent (every 15 minutes max) . routing in downtown areas with upgraded vehicles should be evaluated. (lower costs per mile-similar'reliable service-defusing the public transit sociological myth/concern) Light rail is not always the answer, many cities move a significant amount of people in dedicated lanes (ref. Dade County) Also, connecting/coordinating various transit systems and routes is key to a comprehensive, multi-modal system.	South Corridor
parking in Sumner & Puyallup	South Corridor
SeaTac Airport to Tacoma Dome Station Light Rail	South Corridor
extend light rail from Tacoma to Gig Harbor	South Corridor
Sounder Sumner Station access improvements	South Corridor
Commuter rail on the eastside (from Renton to Bellevue). I know that it's not considered feasible at this time, but that is the only project I can see that will ever make that commute bearable.	South Corridor
Sumner station improvements ---- parking in Sumner is very difficult to come by. Living on the West side of the rail line there is no/limited bus access to the station, so I have to drive. I catch the 3rd train in the morning and sometimes have to park almost a mile away. I realize that plans are in the works, but the timeline is unreasonable. No solution until 1221.	South Corridor
Link light rail connecting the Eastside to Downtown Seattle.	South Corridor
How are you going to increase capacity at sound transit stations (ie: Tukwila Station - a brand new station that parking was underbuilt for from the very start this past fall!) - Also - stations such as Puyallup, Sumner (which I know they are working on), and other stations are grossly under built for commuters.	South Corridor
Seattle to tacoma	South Corridor

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Parking	South Corridor
Sounder train station parking in Puyallup needs to be increased.	South Corridor
We desperately need good options to directly go from the south end (Tacoma) to the eastside (Bellevue, etc). I know I'm not the only one making this commute and it would cut the travel time and also would help reduce congestion in/out of Seattle by those who are only passing through due to no other option.	South Corridor
More sounder trains running every hour 5 a.m to 8 pm	South Corridor
The Burien loop should be completed. There seems to be a few dead-ends.	South Corridor
-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service.	South Corridor
Maplevalley light rail	South Corridor
I think connections from the south end to the eastside are still very weak. Better connections from Tukwila/Kent to Renton and Bellevue are needed. I personally take the F line from Tuwilla sounder station to the end of the line at Renton landing. It is not very good BRT. There are too many stops and too much shared lanes with general traffic. The last 5 miles of my commute take longer than the first 25 miles.	South Corridor
Tacoma to UW Seattle Commute	South Corridor
Parking Expansion and access improvement to the Sounder Sumner station. Improvement of service and travel time along the rail road. Feasibility study to have a dedicated rail lane for the Sounder.	South Corridor
Express bus from Tacoma to Bellevue	South Corridor
Definitely need more options into Seattle from Pierce County. I would like to see additional routes added mid-late morning from Pierce Co into Seattle, as well as additional routes between Noon and 3:12PM. 1. Light Rail LIGHT RAIL 2. Commuter Rail COMMUTER RAIL 3. Bus ST EXPRESS BUS 4.B RT Bus RAPID TRANSIT	South Corridor

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 South Corridor

Light rail from Kent to Bellevue via Renton. 405 is too full and limiting HOV won't help. The South Sound deserves better options as we commute the furthest and have highest traffic times. On top of that we also are paying county taxes for these projects that primarily help Seattle and Bellevue residents. We need some relief and help too!	South Corridor
SR-167 Puyallup to Renton BRT/Light Rail Options	South Corridor
Viable transit options for Tacoma and areas south of Tacoma. Currently the Sounder goes 20 minutes east to Sumner and Puyallup before swinging back to Tacoma as an afterthought making it no better than I-5 during rush hours. Either trains that run more directly to Tacoma, even better, a Transit only freeway along the I-5 corridor that would allow the flexibility of buses without the delay of traffic congestion. Even just a two-lane, two-way, transit only freeway could move 3 times as many people per hour each way as your light rail conjecture below with much greater flexibility to commuters and shorter commute times.	South Corridor
Burien or SeaTac airport to Renton light rail	South Corridor
I just moved from Everett to Puyallup. I take the train. Puyallup parking is a HUGE problem. In order not to have to park eight blocks from the train (and take a bus from overflow parking much too far from the station to the platform), I must arrive for the very first train in the morning creating a commute nightmare. Before creating new projects, fix the problems with the current modes--solve parking issues for commuters using current modes of transport.	South Corridor
Why are there no plans to link Seattle and Bellevue by rail or something similar?	South Corridor
Federal has only one option: the I-5 corridor. ST buses are at standing room only and the only promise is to wait until 2023. This is unacceptable and very wrong.	South Corridor
More bus service to easter suburbs of tacoma	South Corridor
Meridian BRT in Puyallup	South Corridor
Puyallup Station Expansion	South Corridor
Light rail connection Renton to Lynwood via 405 corridor connecting to Bellevue, Kirkland, and Redmond transit options.	South Corridor
Most HCT should be in the densest part of the region -- downtown Seattle, Belltown, SLU, Capitol Hill, First Hill, Chinatown. We should have a grid of grade-separated trains serving that area with stops every quarter mile or so. Outside this core, we're wasting money.	South Corridor
A project needs to be added to add light rail to the Kent-Auburn-Sumner-Puyallup valley. The sounder is great for commuting to work if you work Monday-Friday 6-6 but doesn't work for people that work off hours and on weekends at all.	South Corridor
parking	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

AM/PM Express buses from East Hill Kent to downtown Seattle via SR167 and I-5. Whether commuting by bus (157, 158, 159) to Seattle or by car to parking and then via Sounder or Light Rail, commute time can be around 1.5-2 hrs depending on traffic conditions. It never takes my co-workers that long to commute from Seattle to Everett. East Hill Kent seems to be a forgotten section of the map. There is not enough parking in downtown Kent for everyone to drive there to take a train or a bus.	South Corridor
Express Sounder (train) service from Tacoma to Seattle with no stops. High speed rail from Tacoma to Seattle. Rather than building expensive light rail from Tacoma to Seattle, improve the existing rail and train service for faster trip times.	South Corridor
Improved weekend service, sounder weekend service	South Corridor
Increased parking at Sumner train/bus station.	South Corridor
Auburn-Kent-Renton-Bellevue-Bothell rail, Seattle-Bellevue rail	South Corridor
PUYALLUP STATION IMPROVEMENTS!!! ADD PARKING GARAGE NEXT TO STATION. MORE COVERED AREAS FOR WEATHER PROTECTION.	South Corridor
Renton to Bellevue light rail.	South Corridor
Renton to anywhere light rail.	
ST express bus from Renton/Tuwkila to Seattle/SLU Transportation in SLU	South Corridor
Lightrail from Tacoma Dome Station to TCC and University Place	South Corridor
something along HWY 167.	South Corridor
A bus line that runs from Orting to Sumner Station would be Awesome!!!	South Corridor
Better parking/access to Sumner Sounder Station	South Corridor
SEATAC TO FEDERAL WAY TO TACOMA DOME LIGHT RAIL	South Corridor
Extension of SOunder from Lakewood to DuPont with station in Tillicum	South Corridor
BRT from Tacoma Dome to Lakewood via South Tacoma Way/Pacific Highway South	
Bellevue to Renton Light Rail	South Corridor
167 from Puyallup to Hwy 18 needs to be addressed. I-405 MAJOR congestion from Renton to Bellevue.	South Corridor
Puyullup South Hill Meridian to Tacoma Dome	South Corridor
Better ST service from the Peninsula including Gig Harbor and Purdy. Increased downtown Seattle development has increased usage of the current buses by construction workers going into Seattle. Additionally construction work on I5 by Tacoma has lengthened the commute significantly. Addionall buses and early buses should be put on service to meet the increased demand as well as increased travel time.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

East Side Light Rail: SeaTac->Southcenter->Renton->Factoria->Bellevue->Redmond->Kirkland->Woodenville->Mill Creek/Bothel->Lynnwood->Everett	South Corridor
I-405 light rail option from Renton to Everett	South Corridor
Please focus more on South End Pierce County - Puyallup/Sumner - commutes north to Seattle. There is little available parking and the trains are packed. There has to be a quicker way of handling this commute. Perhaps an express bus from Puyallup or Sumner to Seattle without going through Federal Way/Auburn/etc during high commute times???	South Corridor
PROJECT: TACOMA LINK LIGHT RAIL FROM: 25th Street & Pacific Avenue (beneath the south Sounder train overpass) TO: at least 34th Street & Pacific Avenue. We believe that NOT extending TACOMA LINK LIGHT RAIL FROM: 25th Street & Pacific Avenue (beneath the south Sounder train overpass) TO: at least 34th Street & Pacific Avenue is UNFAIRLY BIASED in favor of HIGHER INCOME commuters who reside in downtown Tacoma. Bear in mind that historical facts reveal that the ORIGINAL Pacific Avenue TROLLEY car system was built to serve employers and their working class and poor class commuters who commuted north on Pacific Avenue to employment in downtown Tacoma, at port shipping and at the former West Coast rail terminus at the port. Similar employment is still in the downtown and at the port. CHECK IT OUT! The Tacoma Public Library has all of the aforesaid historical facts on its shelves.	South Corridor
Sumner Sounder parking, and lack thereof. That station needs a parking garage.	South Corridor
I work in Renton. A connection from Tukwila to Federal Way. Auburn has no parking available after the first train and to get to Auburn, there is no connection by bus from NE Tacoma to the Auburn Terminal that is available to catch the first train. My work start time is 0600.	South Corridor
I405 from tukwila to Bellevue	South Corridor
I5 improvements near JBLM, expand sounder to DuPont. More Sounder times from lakewood station	South Corridor
Extension of Link Light Rail from SeaTac to Federal Way	South Corridor
Light rail renton to Bellevue	South Corridor
Transit or light rail up 405 from the South End. It is a parking lot every day, with no transit options other than going through Seattle.	South Corridor
Light rail connecting Graham and Puyallup and Tacoma. Commuter rail connection to Orting.	South Corridor
Parking at Sumner and Puyallup	South Corridor
Expand parking for south end train stations	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Some way to connect eastside north and south with rail access. Renton to Lynwood/Everett. Very car dependent route with a lot of population.	South Corridor
Sumner station parking	South Corridor
light rail to downtown Renton and Renton Landing.	South Corridor
more direct routes to have fewer transfers	South Corridor
Busiest buses need more frequent runs	South Corridor
Parking at the Sumner Sounder station. Additional parking is needed in the city of Sumner.	South Corridor
Seatac to Renton to Bellevue to Lynwood to Everett light rail with connection to Issaquah Highlands and Redmond	South Corridor
East pierce county service	South Corridor
Tacoma/south sound to Seattle via light rail and/or more Sounder Train service to and from Seattle such as weekend service and more times throughout the day.	South Corridor
Renton 405 to I 90 should be a high priority for light rail and freeway expansion. We have a growing populations and some of the worst traffic in the state. Why not more choice for transportation here????	South Corridor
I-5 I-405 loop completion via link light rail (ST4)	South Corridor
Federal Way to Bellevue via I 5 or WA 167 and I 405 and from Bellevue to Bothell via I 405	South Corridor
More and better connections to SeaTac airport!	South Corridor
Expand light rail from SeaTac to Tacoma.	South Corridor
Expand 18 to 4 lanes over Tiger Mountain.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>1. Better regional service south of Seattle for people traveling between Seattle and all points south as far as Portland, OR. In particular to Olympia, for either continued southbound service by rail or bus.</p> <p>2. Clean and safe welcoming bus stops and transit centers. Sound Transit needs to partner with King, Pierce and other counties transportation systems to make clean friendly transit centers and stops a high priority. The more you make people feel welcome at their transit centers, the more they will want to ride! This has to become a big part of how you promote riding! We NEED clean sidewalks and more benches and protection from rain, snow and hot days as well. We NEED clean rest rooms. Long trips without rest rooms, for our aging coffee drinking public, may truly be a reason why many people do not ride public transit. We NEED a "Keep It Clean" campaign. People need to be reminded of not spitting, littering and worse at transit stops and centers. THIS IS ALL VERY IMPORTANT TO HAVING MORE PEOPLE LOOKING AT PUBLIC TRANSIT AS A POSSIBLE ALTERNATIVE TO THEIR NEEDS. Get some onsite courtesy staff at the transit centers telling people how to get around and about ORCA cards, etc.</p>	South Corridor
Kent to Covington and Maple Valley	South Corridor
Link Light rail to sounder stations	South Corridor
Tukwila-Renton-Kent light rail connection Renton-Kent BRT on 104th/108th	South Corridor
You need PARKING at Sounder and Link Light rail stations to accomodate the high demand. We live where it is dark and rainy during most commute times. People cannot walk or ride their bikes to these stations. Listen to what your transit riders want instead of deciding what our behaviors should be. I am 57 years old. I will not ride my bike or walk 1/2 mile in the rain to a bus stop to get to work!!!	South Corridor
A bypass light rail line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions, and speed up airport service. A rail line connecting the neighborhoods of West Seattle, Whitecenter, Burien, and Seatac/Tukwila (specifically the Tukwila light rail station).	South Corridor
Tacoma to Seattle light rail, Everett to Seattle light rail	South Corridor
Extend light rail to Puyallup.	South Corridor
parking in Sumner	South Corridor
Highway 167 expansion to include light rail services...	South Corridor
There is still not enough service in the suburbs like Renton.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>The real question, do you want to prepare for future economic and population growth or keep adding inefficient buses and or sounder trains to a system that is busted and quash our future economic growth? A system independent of vehicle, bus and train services.</p> <p>For the future we must build:</p> <ol style="list-style-type: none"> 1. A light rail that runs from Olympia through Tacoma to Seattle 24/7 via I-5: Olympia, DuPont, Lakewood, Tacoma, Fife, Federal Way, Des Moines, SeaTac, Boeing Field to Downtown Seattle. 2. A light rail that runs from Lakewood via 512 through Puyallup, to Sumner, north via 167 to Auburn, Kent to Renton. 3. A light rail that runs from SeaTac via I-405 Renton, Bellevue, Kirkland, Bothell, Alderwood Manor, to I-5 & I-405. 4. A light rail that runs from Downtown Seattle, Lynnwood, I-5 & I-405, to Everett. 	<p>South Corridor</p>
<p>How about Light Rail from Sumner (between lanes of 167) to Renton Transit center.</p>	<p>South Corridor</p>
<p>Extending Light Rail to Federal Way and Tacoma.</p>	<p>South Corridor</p>
<p>The I-5 HOV lanes should always be moving for ST Express buses. Create HOV lane requirements that mean HOV lanes always move at the speed limit no matter what. Or give the buses a lane to themselves.</p> <p>Also, as usual, this survey seems to make Tacoma/Pierce County an afterthought. Not good.</p>	<p>South Corridor</p>
<p>Currently the Sounder station into Seattle stops in the Stadium district area of Seattle, south of the city. A stop should be added to the Sounder that stops near Mercer street for the north area of the city, making it a good solution for those commuting into the city that work in the areas around Seattle Center/South Lake Union/Elliott Ave. (especially growing tech industries such as Amazon, F5 networks, Big Fish, Expedia (when they move to Amgen), Classmates, etc), as well as those coming into the city for weekend events at Seattle Center such as Folklife, Bumbershoot, Bite of Seattle, or just to visit the Pac Sci Center, EMP, or the Space Needle. This stop could be serviced by both the North and South trains (as a convenience to those coming from the south, so they don't have to hop trains at the south Stadium station). The Everett-Seattle train already goes through this area, so the expense of adding a Sounder station should be smaller than other solutions such as extending light rail up into this area.</p>	<p>South Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Passenger rail service in the East Lake Washington rail corridor.	South Corridor
Tacoma to SeaTac Light Rail	South Corridor
Access to Des Moines from the south end Access to Tacoma Dome from all areas - minimal stops	South Corridor
Complete HOV lanes on 167 and expand 167 to satisfy the extreme demand during all times of the day.	South Corridor
Light rail from Dupont/lakewood to SEA Airport	South Corridor
More mid morning Sounder to King Station.	
574 busses use of baggage areas. It will increase air travel revenue for bus service	
(1) Renton to Southcenter Mall rail service. (2) Renton to Bellevue rail service. (3) Renton to Kent and Auburn rail service. I cannot take a bus from my home to work without transferring buses, and it's only seven miles. That is why don't I take mass transit - It is not convenient and takes too much time to get from point A to point B. What you continue to offer the Renton community is pathetic! I seldom go to Seattle so transit only going north and south doesn't serve my needs. Your survey says "potential" transit service for the East side. Fact for you to consider: People live on East side! Not all of us need or want to travel to Seattle.	South Corridor
east valley light rail	South Corridor
	South Corridor
Sounder south line extension to Dupont / Olympia. Tons of people commute between Seattle and Olympia every day. South of Seattle, the JBLM stretch of road is one of the biggest jams. Sounder service to Dupont / Olympia would help reduce this commute time.	
Continue train service on sound end from Tukwila to Bellevue or connect to light rail from Tukwila to Bellevue	South Corridor
Think 1970 San Francisco Bay Area, build a BART for Puget Sound and stop wasting our money and energy with stop gap projects. Bus Hov and non separated grade fast trains are of no use. A bart type system that loops Lake Washington and extends north to Marysville and South to Olympia is the only way to go. C'mon folks we are 40 years behind and don't need to re-invent the wheel. Economically we are being crushed by congestion. Or by transit that is only practical for a samall percentage of the population. Local buses WILL link directly to light rail, and light rail will take you the distance where one can again board a bus to the final destination. And it needs to be available extended hours(see London's Underground) for a good example.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

More on ST 590/594 issues -- buses that are standing room only during peak hours when they still have 4, 5, 6 stops to make before getting onto I-5, dealing w/ accidents and traffic jams, etc.	South Corridor
Some method of transit that serves the Orting area.	South Corridor
Light rail from Tacoma Dome to Lakewood/JBLM/American Lake VA.	South Corridor
Expanded SOunder Service to Dupont, and more bus service out in Gig Harbor and West Tacoma.	South Corridor
Transit options all the way to Olympia, localized cross access options for satellite hubs.	South Corridor
I see little to no evidence that the citizens south of I-90 and along the SE I-405 corridor (Renton, Kenndale, Maple Valley) have been considered or included in light rail expansion plans. Why not?? The I-405 is increasingly congested, the population is increasing in the SE metro area and there are connections to Hi-way 167 and I-5 and sea-tac airport We want light rail on the east side from tukwila to Bellevue. Please respond to me.	South Corridor
405 needs to be alleviated from it's growing gridlock. There must be a light rail option in it's future.	South Corridor
Expanding service into Lakewood	South Corridor
Northeast Tacoma to Tacoma Dome Station/downtown. All options are lacking. Current drive time is 10 minutes. All transit options are 1hr. +	South Corridor
Tacoma to Seattle mass transit (better than the slow buses and not slow light rail) High speed subway or railway instead of light rail (which is WAAAY too slow). World class cities and regions have much faster mass transit and light rail is a joke. High speed connections between Portland, Tacoma, Seattle, and Vancouver, with potential stops along the way. Some options that replace driving; but taking a bus and/or light rail combo right now from Tacoma is more than three times as long as driving. Need actual fast transit or its not worth it and wont reduce traffic.	South Corridor
Anything for Burien	South Corridor
Tacoma to Seattle light rail, stops at major freeway exits with pedestrian overhead access	South Corridor
light rail or Sounder service between Tacoma/Pierce County and the East Side/Bellevue/Redmond	South Corridor
adding Thurston County to ST, and expanding commuter service to Lacey, Olympia and Tumwater	

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Light rail from Tacoma station to SeaTac. At least some plan must include alleviation of the I-5 north traffic congestion. The other project that should be considered is the demolition of the convention center over I-5 to eliminate the Seattle hourglass.	South Corridor
Freeway lanes for single-occupant vehicles. Freeway intersection improvements.	South Corridor
expand the light rail from seattle to airport expanded to tacoma	South Corridor
You have included NOTHING for Renton to Downtown Seattle or the Kirkland. The current buss route from Renton to Down Town Rt 101 is always overloaded both to and from Seattle and is so terrible that I quit riding it. It currently makes somewhere about 10 to 15 stops. The first stop in the morning at the south Renton park and ride typically has about 30 people board the bus. I would rather spend the money on gas and parting in Seattle than to ride that bus. Not to mention that the southbound trips in the afternoon are usually late or have been canceled. My wife goes to Kirkland to work and with the current routes and schedules she would have to go to Seattle first and the to Kirkland, about 1.5 hours. It's easier for her to just fight the terrible traffic and drive.	South Corridor
Light rail or better express bus service/ bus rapid transit between Renton and Bellevue. Current buses must run on an over clogged I-405, giving very little advantage over driving alone.	South Corridor
Connecting west Seattle to the airport through burien.	South Corridor
I don't see anything to support the Fairwood/Maple Valley (Hwy169) and other South Eastside areas. I would like to see light rail head towards Renton. No easy way to get from Fairwood to places like Green River College or anything south or north or even west.	South Corridor
- Light Rail expansion from SeaTac to Federal Way	South Corridor
Airport from South Sound by sounder train. Sounder train for events, soccer games from South Sound to Seattle.	South Corridor
I think there should be a light rail line from Burien to Renton and extending to Bellevue along the 518/I-405 corridor	South Corridor
Tacoma link to stadium district and beyond.	South Corridor
Wider window of operating hours instead of just taking care of the 9-5ers	South Corridor
Link from SeaTac to Redmond, via Bellevue & Renton. Housing is moving East & soon here will be few opportunities to build. As it stands, travel along 405 is much worse than along I-5 due to lack of transportation infrastructure.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

We need light rail from the Tacoma Station to Seatac Airport. That's why the people in Pierce County voted for Sound Transit ten+ years ago. Since then you've spent all your money catering to Seattle and, worse yet, to people in Bellevue who don't even want transit. You gave us a stupid little downtown "link to nowhere" in Tacoma to shut us up. I feel manipulated. Even on this survey, you try to divide and conquer in favor of King County by asking us if we want Tacoma - Federal Way light rail via 99 or I-5 and forcing us to prioritize one above the other (which will simply put either one further down on the list). I don't give a crap which path you choose to get me to the airport via light rail. Just do it before I die, please!	South Corridor
one public transport system to get from Olympia to Everett with stops at most popular points and links to nearby communities. include a 'pass' that can be used for all modes of public transport	South Corridor
Services east of 167 in south king/pierce county	South Corridor
Covington to auburn	South Corridor
Travel down hwy 167 from Renton to puyallup	South Corridor
Bus Rapid Transit will be helpful on the east side, but link light rail should eventually cover that area to make a complete circuit around Lake Washington. I-405 is heavily congested. It is more important to me to connect the cities around the lake than it is to connect to more outlying areas such as Issaquah, Everett, Tacoma.	South Corridor
South end to East side projects are missing	South Corridor
A light rail line running along the east side of the lake, to relieve the congestion along I-405.	South Corridor
Is Renton the red-headed stepchild of the entire region? We have the worst traffic issues to deal with, but get short shrift in consideration of anything other than more busses. All the busses do is plug up the freeway and make the situation much worse. Give us a light rail program so we can get out of here as easily as any other of the areas in your studies.	South Corridor
Downtown Tacoma Link to SeaTac Airport. (NOT just Federal Way	South Corridor
Improve parking at train stations. Specifically Sumner and Puyallup	South Corridor
auburn / kent to maple valley / ravenstale by train / light rail	South Corridor
Transit doesn't work if you live in the Fairwood/Kent/Renton area. Our occupations don't allow us to use transit. We shouldn't have to pay for mass transit if we can't use it. Let those who want/need it to pay for it. We no longer can afford to go into Seattle due to all the taxes added to our property and utilities.	South Corridor
Dupot Assisted Living has no bus or shuttle service.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>Expanding full use lanes of I-5 and deleting HOV lanes throughout the state and region. Quit diverting tax money to these terrible alternatives. Visit successful states with vibrant economies and they have never even heard of carpool lanes nor mass transit. All your statistics cited below and the most damning is that we have wasted so much time and money during that same time building NO highways and when we do build them its certainly not based on moving the most cars in the fastest manner. How about making it a citable offense for having more than 1 person in the car and not using the HOV lanes or just get rid of them altogether. I travel extensively and while most states do not have HOV lanes at all the very few that do limit their use to M-F for a couple of hours in the AM inbound and the same in the PM outbound. While Sound Transit has provided jobs for people who otherwise would have to get jobs in the private sector that would actually contribute to our economy rather than attach themselves to our economy like the banana slugs of the woodlands slowing progress of the economy. Boeing has threatened to leave before and have shifted much of their operations out of state due to our terrible highways. Ask how many HOV lanes and how much mass transit are in South Carolina and Kansas. In 1970 I-5 had 2 full use traffic lanes going north through downtown Seattle. In 2015 there are still just 2 lanes. There are many other examples of no planning or poor planning but that 1 is so telling of the egregious lack of foresight of our leadership. Have you thought about requiring businesses to move out of downtown Seattle and to relocate or disperse to avoid the problems cited below. Since no one subsidizes my car how about charging the Sound Transit users fees that cover your expenses. I'll bet your ridership would evaporate if you charged 50% of your costs. Recently went to a Mariners game, man they are awful, tried to use some form of mass transit for the roundtrip. The schedules were not workable on any option including driving to the airport and using the light rail. Speaking of the light rail the recent extension south of the airport goes right by my work but it would be at least a mile from the nearest station so that's not an option in inclement weather (9mos a year) nor late night for obvious safety concerns.</p>	<p>South Corridor</p>
<p>A more direct route from downtown Seattle to Sea-Tac (it should not take approximately 40 minutes for this route - a direct path should take approximately 15 minutes on a dedicated line), more parking at mass transit stations (targeting light rail), more express services direct from point of origin to destination (or with limited stops), more carpool lane entrances to freeways (preferably direct access to the carpool lane), less focus on bikes and more focus on real solutions to gridlock.</p>	<p>South Corridor</p>
<p>somehow clear out the traffic mess created by JBLM at rush hour</p>	<p>South Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

I 405 corridor link service	South Corridor
White center-burien-tukwila link connection	
continuous rapid rail from Tacoma to Everett	South Corridor
Adding sounder commuter train to weekend services.	South Corridor
I would like to see downtown Seattle to Tacoma link light rail. Combining the effort of each county to benefit the residents and tourists of the region is in the best interest of each.	South Corridor
Light or heavy Rail around Lake WA connecting with either Light rail south and or the Sounder in Renton, starting in Renton going N thru Bellevue and on past Redmond to connect in Everett and or confluence of 405/15 North end. This rail and rail easement already exists and would be less expensive to get going than starting a complete construction and easement acquiring than almost any other extension of light rail in the proposed options and reduce congestion on 405 which won't work for any added express bus service on 405 due to the congestion in the car pool lanes at peak traffic times that already exist.	South Corridor
South Sound. Tacoma to Seattle. Light Rail.	South Corridor
Burien to Downtown Seattle	South Corridor
light rail along 405!	South Corridor
	South Corridor
I live in Tacoma and work in Renton. Everyone in the Puget Sound does not work in Seattle. infill Allentown Link light rail station. This shouldn't be an afterthought.	South Corridor
More Tacoma/South Sound emphasis. Tacoma is important, and there is a lot of growth in Pierce County. I am tired of money going to the wealthy areas on the Eastside where they don't even want service.	South Corridor
Lakewood to Seattle light rail	South Corridor
Light rail expansion within tacoma	South Corridor
	South Corridor
Puyallup Station parking garage and station improvements including bridge over tracks.	
other transit alternatives for serving E Marginal Way S	South Corridor
other north Tukwila options to get Downtown. Currently there is no Metro or ST service and I am one block from the light rail line...	South Corridor
Puyallup and sumner station improvements.	South Corridor
Burien connection	South Corridor
Sumner parking - shuttle service	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

No bus service from Auburn during train service. Expand 578 to run all day. If you want to take public transportation to Seattle you have no options to get you to Seattle before 6am. And now that Metro killed the 152 there are no options incase the trains aren't running. Please can Auburn get a little respect!	South Corridor
Tacoma to SeaTac Airport	South Corridor
increase movement from Kent to Des Moines	South Corridor
The I-405 corridor needs a rail options. Almost daily congestion here impacts northbound travel to Seattle from the south end. BRT in this corridor will not mitigate the continued growth in travelers along I-405. The same rational which is used to justify (which I support) the use of Commuter and Light rail along the north/south corridor and light rail expansion to the east side should be applied along I-405. An ideal solution would connect Tukwila station in the south with Everett Station in the north.	South Corridor
The traffic issues in Seattle are ridiculous. Taking away traffic lanes for more buses, light rail is not going to solve the problem. People are still going to drive, and buses are still going to have to deal with traffic. The only answer is to get public transportation off the streets and on to light rails that are above grade or tunneled.	South Corridor
1) I'd like to see a cost/benefit study of additional bus routes and service over extending light rail. 2) I'd like to see a cost/benefit study of extension and improvement of the electric bus service in downtown Seattle. Is the overhead wire system improvable? Can this system be copied in other metro centers or extended over greater lengths?	South Corridor
Any crossings of 169 from 405 south to kent.	South Corridor
There is only one project listed for Renton, this is for HOV only. There should be project options for light rail providing access connecting Renton to both downtown Seattle and the Eastside.	South Corridor
More options for riding the bus in north Tukwila. Currently, can't walk to bus stop and need to drive to a park and ride to the south in order to go north.	South Corridor
Seattle to Bellevue to Issaquah to Redmond to Kirkland, (a multi spread the interconnects the counties east side	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>There should be more parking at T-dome park n' ride - currently there are no parking slots after 9am. If you are going to add more services there needs to either A) link lightrail to Tacoma neighborhoods to Tdome or B) provide more parking.</p> <p>Also, a lightrail system that will connect Tacoma and Seattle (and Udistrict) more directly. I normally take the ST586 from Tdome to Udistrict. If I took the sounder train and connected to a bus in downtown Seattle to work it would take more time than it takes the bus (not efficient). If traffic is light the bus only takes 40 minutes to get from Tdome to Udistrict. If traffic is bad it can take between 1.5hrs-3hrs (one way) via the bus. The sounder (and transferring to Udistrict via bus) takes 1.5 hours one-way. That is too long!!!</p>	South Corridor
Tacoma to Seattle Light rail regular service	South Corridor
Direct no at grade line from Sea Tac Airport to Downtown. Ballard to Bothell Light Rail	South Corridor
Like making parking more available in stations like Auburn. I am sure Puyallup and Kent also need to add additional parking. This is the only reason I am not commuting as I have had to leave at 4:30 am to get a parking spot in Auburn and I have to draw the line somewhere - that is just unreasonable. If I get there at 5 or on any given day, I may have to drive to work anyway.	South Corridor
Parking and access improvements for Sounder Sumner Station. Increased access to Sumner station from Bonney Lake, Graham, Enumclaw, and other East Pierce County communities.	South Corridor
Bus service more flexible / adaptable than light rail and fixed infrastructure. Bus service from northend to east side, southend to east side. Lowering taxes to increase jobs.	South Corridor
Rapid Transit in Pierce County, ST Express Service to Thurston/Mason Counties.	South Corridor
Seattle Subway has some good, detailed recommendations for further projects at their blog: http://seattletransitblog.com/2015/06/08/seattle-subways-comments-on-the-sound-transit-3-survey/	South Corridor
In order for light rail to be truly effective for most of the population outside of Seattle proper, parking must be available for a reasonable at a decent number of light rail stations...the top reasons why i and the people who live in my area do not take transit is that the Sounder train schedule does not work and there is no parking at the Link stations (which are too far to bike and walk). Improving accessibility and ease of taking the light rail will massively improve utility.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Parking at Puyallup and Sumner stations. More trains during the day. All your projects are geared around the "White Collar " workers going to downtown Seattle. Where are the sounder trains going to the Boeing plants in Everett, Renton and Auburn? Where is the service for the second and third shift workers?	South Corridor
Kent and Auburn need more direct access to larger cities, preferably rapid rise solutions	South Corridor
light rail from Tacoma Dome to Tacoma Community College Transit Center	South Corridor
Renton, HWY 18 corridor, Tukwila to Bellevue LINK	South Corridor
BRT along I-5	South Corridor
Additional Sounder service - South (priority project #4)	
Additional ST Express - South (priority project #5)	
Parking in areas for light rail. And connections via bus to light rail.	South Corridor
There should be a light rail from Tukwilla to Bellevue via the current rail line corridor that goes through Renton on the only Burlington Rail line.	South Corridor
Additional parking at Sounder Stations in Puyallup and Sumner; additional trains from Lakewood to Seattle; additional bus service at Sounder stations earlier in the day to help alleviate transportation needs, especially when trains do not run or are late	South Corridor
Southeast to Bellevue corridor link light rail: Auburn > Kent Station > Renton > Newcastle > Factoria > Downtown Bellevue > (1) Overlake > Redmond (2) Kirkland, Totem Lake, Woodinville, Bothell	South Corridor
A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. Also a line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.	South Corridor
-Replacing Metro Route 8 (Belltown/LowerQueenAnne - South Lake Union - Capitol Hill) with an automated subway. This corridor is already DENSE and poorly served by transit. Please consider automating this line like Vancouver,BC's transit agency does for the SkyTrain. This would be a wholly grade separated subway and automation could keep down operating costs to please Suburban Voters, while also increasing frequency!	South Corridor
expanding 405, good to go lanes on 405	South Corridor
-from federal way to Seattle. -Renton to Redmond -light rail through JBLM	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Additional there is a modest level of ST Express service between Kent and Bellevue, there is a generational opportunity in the connecting the principal job centers in the East Side (Redmond, Bellevue, Bothell, Issaquah, and Kirkland inclusive) to the lower cost residential options in the Kent/Auburn region.	South Corridor
Light rail around lake Washington	South Corridor
expansion to south sound	South Corridor
personnel budget transparency	South Corridor
Please please PLEASE do something about the congested Kent Station parking garage. Besides just adding capacity, adding a direct Auburn-Bellevue/Overlake express route would prevent those from Auburn coming up to Kent to park and get on the ST Express bus. On some days, the garage is full prior to 7am. We need more/alleviate capacity to encourage more ridership!	South Corridor
Hub stations or Satellite stations with Improved parking at low or no cost with target shopping destinations like Totem lake, Bell square, Wiesfield mall and downtown Seattle. I personally would like to see all parking garages in the downtown Seattle and Tacoma closed and the shopping core turned into walking districts with wide boulevards and green belts for pedestrians like many European cities with trams as the only access. You could set up free or low cost parking garages where all the vacant building are in SODO with trams into the business core. Bicycles would be welcome too.	South Corridor
Need to add parking lots to current and future light rail stops. Need to expand current park and rides in South King County. Need an express bus from Renton to Seattle.	South Corridor
Light rail from Kent to Seattle. Kent to Bellevue.	South Corridor
Better round-the-clock service to downtown for Des Moines area residents, particularly seniors.	South Corridor
Expand Sounder Rail service from Tukwila to Bellevue Connect Seattle Light Rail to Tukwila Sounder station	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>-Rainier Valley bypass for LRT. At-grade portion along MLK Blvd will be a long term bottleneck for reliability as the system and frequency grows. Bypass could either proceed west to connect with West Seattle LRT extension, or proceed via Georgetown and South Park.</p> <p>-South Sounder: Weekend and increased bi-directional service. Weekend and bi-directional service increase the ability of residents to rely on a service and ingrain it in their day to day life. Without weekend sounder service, large suburban populations are unable to connect to most destinations without driving.</p> <p>-Renton/East Valley HCT. Large amount of Seattle's traffic originates from the South East suburbs. This corridor would address this subarea's needs and connect to rail and potential future 405 BRT.</p>	<p>South Corridor</p>
<p>Continue expanding Link Light Rail down towards Tacoma!</p>	<p>South Corridor</p>
<p>Light rail Tukwila Intl Blvd to Bellevue parking garage at Tukwila Intl Blvd light rail station</p>	<p>South Corridor</p>
<p>Making two people the standard to go in the carpool lane region wide.</p>	<p>South Corridor</p>
<p>Kent Auburn</p>	<p>South Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>so crowded. Everything is SRO lately and for those with asthma, the lack of air on commuter buses (please, not that tired excuse that the air is circulated, it is dead/stale/hard to breathe) and the constant perfume prevents me from riding. Sounder does not run at any off hours. I think you should have sounder run 15 plus hours a day to certain spots. People who ride transit seem unwillingly to walk to it. They want door to door service. Plus most of your proposed routes cater to the already overserved rich king county areas (redmond, issaquah etc). let's have some more stuff for the non-9-5 crowd. The only time the sounder runs off commuter times that I have heard of is for sports. Unfair.</p> <p>Plus laws for pedestrians are rarely enforced. I have stood at crosswalks on a white go light and 7-9 cars will make a right turn in front of me. If I grumble, they ask why I am standing there. Am I stupid enough to walk of a curve in front of a stream of turning cars going 40 miles and hour? This is one example. Walk a mile near any transit and you will see at least 50 drivers committing traffic violations. I have never seen one ticketed. That is another draw to stop me from taking transit. WA state pays lip service to public transportation, but in reality, the general public views walkers and commuters as either low class or, to put it politely, a bit wimpy. That message is generated any time you go out. Think about it. I challenge you to read this paragraph at your next meeting. How many of you on this board walk to the store to get groceries? Or exercise on the streets and not a gym? Do you know anyone who walks and takes public transport as a primary means of transportation? If you do, are they on this board?</p> <p>Tomorrow, I would love to go to downtown seattle to shop. But I have to be at the sounder by 8:00 am. Which means most shops aren't even open for an hour or more. Plus if I am there 3 hours, I have to wait about 3 more for the sounder. I think expanding what you have instead of increasing more things to encourage more expansion is a bad idea. They are cutting routes left and right to outlying areas (south hill past 176th and meridian and a serious</p>	<p>South Corridor</p>
<p>1. Everett through Seattle to Tacoma and Everett via east side to Tacoma with feeder lines or park and rides. Long range plan which should have been done years ago. I see no overall cohesive plan, i.e. similar to BART in the San Francisco Bay area. Counties that did not join into the initial plan are kicking themselves for not participating.</p> <p>2. Make each project justify by how it ties into the overall Sound Transit System plan. Like South Lake Union line, it goes from nowhere to nowhere except where big money wanted.</p>	<p>South Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

better ways to access the light rail and trains and buses. it's nearly impossible to park and ride, buses don't service neighborhoods to get people to the transit, and in many cases the stations are miles away and not walkable.	South Corridor
Seatac airport - Federal Way light rail	South Corridor
Additional LINK expansion in Tacoma	South Corridor
more bus service linking suburban neighborhoods with STR links and stations; more commuter parking	South Corridor
Light rail link from Sea -Tac airport to Tacoma.	South Corridor
Electric walkway from Link to Airport lobbies Link from UW to University village/Childrens Hospital/Kirkland Link from University Village to Ravenna/3-4 stations on LakeCity Way, 2 Stations in Kenmore and 1+ in Bothell Street Car up University Avenue	South Corridor
I'm not certain what is meant by "additional South Sounder service"--if you mean that you are going to expand weekday hours to more adequately reflect needs of commuters, then I suggest including weekend service. If you mean that you are going to include weekend service, then I suggest expanding weekday service to more adequately reflect the needs of commuters. VERY few commuters can guarantee a work day that would ensure they could use the Sounder train service. For example, I can easily use the morning train going to work. However, the stress of not knowing if I will be done with work in enough time to catch the train home means that I often just decide to drive.	South Corridor
Downtown to University District light rail	South Corridor
Need light rail to Puyallup	South Corridor
More connections of the sounder and light rail	South Corridor
Renton to Bellevue or from somewhere in the south end (pierce county) to Bellevue.	South Corridor
Sounder/light rail from Tacoma through East side corridor.	South Corridor
Link from federal way to airport station	South Corridor
I would like to see Link Light rail expanded to include the Burien Transit Center.	South Corridor
Needs a link from Tukwila to Puyallup	South Corridor
More detail on South County options.	South Corridor
Additional parking provided for more Light Rail stations.	South Corridor
Tacoma, Lakewood,JBLM all lack ANY progress. I am beginning to agree with the side that believes that the Regional Transit Authority is a joke and only set up to serve Seattle.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Most people need a ride to the light rail station. Traffic around the station is gridlocked, to & from the station. What would be a 1/2 hr commute by car to work becomes a 1 1/2 hr commute, one way, by light rail which is ridiculous. I have been testing it for over a year in Tukwila and it is always the same. It is not worth the time or the trouble when I can't get to the stations. You people don't get it. It doesn't matter how fast the light rail trains move people if you can't get to the stations!	South Corridor
Sound Transit seems to be pretty\!!!!	South Corridor
More frequent Sounder service from East Pierce County to/from Seattle. (i.e. hourly, weekdays and weekends).	South Corridor
More public transit options from Kent, Renton, and Covington.	South Corridor
Expand light rail or rail transit through downtown Renton connecting Renton to Seattle and Bellevue light rail (not buses)	South Corridor
Light Rail to Kent/Des Moines to SeaTac - look at accelerating this project	South Corridor
tacoma - SeaTac airport light rail	South Corridor
Tacoma to SEA (Seatac) link; mass transit to/in Puyallup.	South Corridor
Connection to Microsoft campus. Tacoma dome to Seatac.	South Corridor
I would like to see a project that connect the light rail station to the commuter rail tranist stations. If I take a commuter rail to Tukwila, I would like to catch a light rail from the commuter rail transit center to Southcenter Mall. I see one project from Tacoma Dome to the Tacoma Mall. Connecting commuter to light rail near a mall will get more ridership.	South Corridor
Sumner station is drastically without parking.	South Corridor
Auburn to Bellevue or Renton to Bellevue	South Corridor
We need a link light rail line from Gram down Meridian,in Puyallup that connects to the Sounder Station in downtown Puyallup. The volume of traffic in this corridor is growing rapidly and the buss service seems inadequate to	South Corridor
light rail from airport to Tacoma Dome	South Corridor
Don't build any	South Corridor
Transit between Sumner and Orting. Access to East Pierce County.	South Corridor
Push ahead the study for link from Tukwila station to Burien and up to West Seattle. Additional link from Tukwila station through Renton and up 405 to Bellevue. Focus on the core of the Puget Sound, not the periphery. There are already Sounder options for Tacoma and Everett links to Seattle instead of pushing Link to these cities. Focus on central area first, much like in other cities who have a robust core system. That or make spur Link systems that tie in to Sounder rail and eventually bring them all together.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

There are no direct routes via transit bus or train from Tacoma to Bellevue or Redmond There are no direct bus routes Tacoma to South Lake Union area standard exception for parking at Tacoma Dome transit centers garage should be allowed for vanpool (beyond the 3 hour limit (South Corridor
Belltown/Denny Triangle/SLU and beyond; Maple Valley/East Renton/Issaquah/Sammamish/Redmond	South Corridor
BRT from Renton to Issaquah	South Corridor
Issaquah to Seattle and Covington to Seattle.	South Corridor
Add lanes to I-5, 405, 167, 512	South Corridor
A Vancouver Wa to Bellingham link light rail via 1-5.	South Corridor
Cancel the light rail line and add lanes to over crowded freeways. Stop pandering to the bicycle riders at the expense of everyone else!!!	South Corridor
Light rail from Seattle to olympia	South Corridor
Light rail into Seattle, Lake Union area specifically.	South Corridor
Parking for light rail/transit centers in south	South Corridor
We need more access options for people in Puyallup. I have friends who literally could not survive without a car, just in South Hill, because there isn't another form of transportation that's within walking distance.	South Corridor
Never enough services targeted at Tacoma riders. We are here, and we need services! More trains scheduled, better connections between routes, stop focusing exclusively on King and Snohomish counties.	South Corridor
More access from and to Auburn, WA	South Corridor
We need a sounder train that lines up with the south sounder schedule that can take you from Renton to Bellevue. Driving access from the south sound area to Bellevue is a nightmare.	South Corridor
	South Corridor
try to narrow down can finish one project and want start many and cant keep up with them	South Corridor
Renton to Seattle needs more express service.	South Corridor
Parking structure at Puyallup, Sumner and Auburn. The ease of knowing there is always parking, helps promote using the Sounder.	South Corridor
Connect either Seattle or Kent region to Redmond/Bellevue with rail. Buses can't get the job done in peak hours and make driving solo a much more viable option. Puyallup/sumner stations need better parking options as well. Red lots in Puyallup are time wasters as catching a bus to catch a train used to catch a bus increases commute time by ~15-20 minutes personally. Again, this makes driving solo more viable.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Adding a link stop at federal way	South Corridor
	South Corridor
Light rail or other express transit options from Burien Park & Ride to Downtown Seattle.	
Multi-track light rail extension, Everett to Olympia, I-5 corridor, with capacity for high-speed express as well as local trains.	South Corridor
Light rail along the 405 from Lynnwood to Seatac. Speeding up the light rail some because in the long run an hour to go from Des Moines to Bellevue via light rail is quite slower than 30 minutes on car. For example, taking 30 minutes (rather than 38-40 from what I've experienced) from Seatac airport to west lake right now would be a much needed improvement that will benefit long distance commutes once the light rail spans over 50 miles.	South Corridor
Better public transit throughtout Tacoma. Buses are running on less frequent schedules now, which limits my ability to use them.	South Corridor
Direct access to seatac airport from south corridor	South Corridor
Connecting South end to Bellevue via light rail.	South Corridor
The Burien region is growing extremely quickly and should be considered for a connection. Downtown Burien is already situated perfectly for an expansion and connection partnering with the existing Metro regional facilities that can have a major impact on congested junctions effecting travelers across King County.	South Corridor
Expander sounder train service. Especially in the weekends.	South Corridor
Light rail down the 5 corridor to tacoma	South Corridor
Light rail extension to Burien.	South Corridor
HWY 509	South Corridor
Federal Way to SeaTac Airport with light link.	South Corridor
You need to build parking garages or get more parking to use light rail. I can't tell you how many times I couldn't take the light rail because I couldn't find a space.	South Corridor
SR-167 / SR-512 HOV from Tacoma to Auburn	South Corridor
Parking, parking and more parking. If there ain't parking at light rail and commuter rail stations people can't use extra capacity!!!!	South Corridor
Better parking in Puyallup and Sumner near Sounder train	South Corridor
	South Corridor
Sound Transit (commuter rail) that goes from Tukwila station to Redmond via Bellevue along the old rail line on East side of Lake Washington. Commuters could take Sound Transit trains from Lakewood all the way to Bellevue and Redmond and return at end of day too.	
Better options for Kent/Renton to issaquah in morning and evening	South Corridor
Kent to Renton/Bellevue(east side) access	South Corridor
Light rail in Puyallup.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

light rail from Seatac Airport to federal way. Light rail covering the entire sound from seattle to tacoma. Underground subway system.	South Corridor
Access PARKING! People eill not take offered transit if they cannot get to them. To ride Link, we must either drive to downtown Kent & then ride 2 buses to get to airport to catch Link. Or drive to airport & pay high parking fees as there is no park & ride. So parking.	South Corridor
Getting good rail service all the way between Tacoma and Everett (both ways) any time of day.	South Corridor
Summer train station parking	South Corridor
Renton to Kirkland	South Corridor
More Tacoma Olympia routes	South Corridor
Extend main link light rail to Fed Way?	South Corridor
Tuclwilla sounder station to Bellevue TC express bus service instead of 567 bus	South Corridor
Adding traffic lanes to SR 18 so heavy truck traffic can bypass congestion areas of I-5, I-405 and I-90 while traveling to Eastern Washington. Expanding lanes on SR 167 Auburn to I-405. Light rail option on I-405 instead of proposed BRT on I-405 to remove congestion on I-405	South Corridor
ST express service from the Tacoma Dome station to Bellevue.	South Corridor
Puyallup station light rail to Auburn, Kent, Federal Way, and Sea-Tac.	South Corridor
Sounder transit from Tukwila to Redmond.	South Corridor
It appears as if there is a great focus on light rail, and not as much on buses. It is difficult to predict transit needs 10, 20, and 30 years out. That is why buses are an attractive option: low per mile cost compared to rail. Buses can be replaced relatively easily and re-deployed to different routes as needs come and go. Rail is more costly/permanent. There should be more projects focused on buses.	South Corridor
Downtown Seattle to Bellevue! Seriously. Why is this not priority number one?? Look at I-5, I-90, and the 405 in the morning (and after work!!) on any given weekday. Tons of traffic. Every day. EVERY DAY! Why are there not plans to put light rail on either I-90 or 405?? Makes absolutely no sense.	South Corridor
Tacoma to Seatac light rail Weekend Sounder service	South Corridor
Light Rail Federal Way Transit Center to U District/University of Washington, University Ave Station	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>It is incredibly challenging to get to Auburn and Kent from the UW if a sounder train is missed. Why not add a late night sounder train south? The current train leaves King St. at 612, which means you have to leave the UW by 515 to consistently catch the train. While this will improve in a year when the link opens, adding a later train would be helpful for train commuters. Past changes have made trains occur more frequently, but I think a 7/730/800 train could attract riders who cant use the current options.</p> <p>Also, could Frager Road in the auburn/kent valley be used to run light rail down the valley once the levy improvements are done? Currently it is a road used by very few cars that mostly exists as a bike path, but it is redundant as the green river trail is right across the river. It could provide a method of linking up kent and southcenter via a streetcar or link to connect those areas to the central link.</p> <p>Also, quit focusing on Redmond. People in south county dont use transit because the options here are terrible. People are literally shocked when they hear I use buses to get around.</p>	<p>South Corridor</p>
<p>Why are the only option offered to expand transit -- I would like to reduce transit and reduce my taxes. For forty years you have promised reduced congestion first with expanded bus service and second with light rail -- you've gotten what you want (more and more money) yet traffic is worse -- it is clear more transit and light rail is NOT the solution -- why is it so hard for you to figure out -- in addition, your funding options are usually higher gas tax and/or higher sales tax -- which is very regressive.....are you really that stupid?</p>	<p>South Corridor</p>
<p>ROADS!!!! You can not just add transit to an over taxed road system. Biggest growth is south sound and you have very few projects east of tacoma.</p>	<p>South Corridor</p>
<p>Renton/Maple Valley Light Rail access. Affordable middle class living is sprawling to the south east. Stay ahead of the boom and get access to light rail over there!</p>	<p>South Corridor</p>
<p>Train from auburn station to Redmond Overlake station.</p>	<p>South Corridor</p>
<p>Direct transit from Tacoma to Bellevue/Redmond</p>	<p>South Corridor</p>
<p>Burien Transit Center to downtown Seattle</p>	<p>South Corridor</p>
<p>Expand ALL freeways starting with!</p> <ol style="list-style-type: none"> 1. I-5 North and South seattle to Olympia (why is not 7 lanes?) 2. SR 18 North and South 3. Add a subway in Seattle that actually works. Spend the money and do it right. Follow NY 	<p>South Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>Please have more access to parking at link light rail stations!! I can not fathom why a light rail system was built with such limited or no parking available at all! I have been to Salt lake City which has parking lots all along their routes except in the dense urban areas like downtown. The Metro bus service is way too slow to make it even remotely feasible for anyone to take a bus to the nearest light rail station! Why was a very heavy commercial/industrial area around the Westlake shopping mall in Tukwila completely bypassed by the light rail system?? The trains run pretty much empty after peak commuter hours for this very reason! Those of us living in Kent/Auburn receive very little benefit from the light rail, especially if you work non-traditional hours like 7am-7pm!</p>	<p>South Corridor</p>
<p>Sounder options. Sounder express service (no stops) from Tacoma to Seattle? Faster Sounder service? Dedicated ST Express lanes (no carpool) from Tacoma to Seattle?</p>	<p>South Corridor</p>
<p>Service to Burien should be increased, either an extension of the light rail to West Seattle / Delridge or from Sea-Tac Airport</p>	<p>South Corridor</p>
<p>More link light rail through Tacoma to connect major neighborhoods.</p>	<p>South Corridor</p>
<p>Light rail to and from Burien.</p>	<p>South Corridor</p>
<p>South Sound area. The focus seems to be in Seattle. You complain that more people are not using mass transit and that there are grid locks on our freeways. I know of many people who work North of Puyallup, yet there are limited mass transit options available to those south of Tacoma. I do not use mass transit because it is not available in my area.</p>	<p>South Corridor</p>
<p>additional rail options connecting Tacoma, Seattle, East Side, and Everett with little to no intermodal changes in the trip</p>	<p>South Corridor</p>
<p>Projects in Eastern Pierce County that will help with congestion on SR 162 and travel from Puyallup to Sumner to the Plateau</p>	<p>South Corridor</p>
<p>You need to reach out into Pierce County and Everett Snohomish County to serve more long distance commuters.</p>	<p>South Corridor</p>
<p>Less rail, more bus. Bus means more road maintenance, which means more useful programs to the Puget Sound population as a whole. We can't afford rail. Seattle waited and whined for too long while every other major city built rail in the 80's, 90's, 2000s. Fix the road problems first.</p>	<p>South Corridor</p>
<p>There is a need for transit from Seattle, Tacoma, and Olympia to the airport.</p>	<p>South Corridor</p>
<p>Light rail to Burien</p>	<p>South Corridor</p>
<p>ST service to Burien</p>	<p>South Corridor</p>
<p>Light rail from airport-burien-white center-west seattle-downtown seattle</p>	<p>South Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Connection to/from Burien, to White Center and West Seattle and/or to SeaTac. Good routes along Ambaum to White Center, Roxbury and 35th to West Seattle, and along 518 to SeaTac. Rather than going from downtown to West Seattle or White Center, study a light rail extension from SeaTac through Burien to White Center and West Seattle.	South Corridor
It is hard to ride the Sounder if you have no way to get there. I have used the Sounder on a daily basis for several years while living in Kent, Renton/Tukwila, Sumner, and now Puyallup, and I have never had a viable way of using transit to get to a train station. The easier it is to get to a train station (all of which have extremely limited parking), the more they will be used. Please make it possible to commute to the train station - the south sound will grow exponentially as a result. Shaw road in Puyallup, which is closer to Sumner station, is also developing quickly - it would be helpful to provide options in this area before it is as busy as Meridian.	South Corridor
No mention of Burien at all!	South Corridor
Light rail to Burien (both from w.seattle,/white center and from seatac	South Corridor
Light rail connection to burien	South Corridor
Burien needs to be connected via light rail to the rest of the system. Burien residents should be able to travel north towards white center and eventually downtown and travel east to SEATAC. Burien should be the south west corner of the light rail system which loops so residents of west seattle can get to the airport without having to first go through downtown.	South Corridor
Burien light rail- either direct connect to the Tukwila station or added to the downtown/West Seattle/White Center light rail expansion	South Corridor
Light rail along 405 from renton to bellevue	South Corridor
Light rail should connect downtown Seattle to the south east area. Light rail expansions should follow major highways. Mass transit should connect Seattle to Renton, Kent & Auburn. There is a significant population in this area being over looked.	South Corridor
Burien needs to be included in these projects. It's high density city with easy access to Seattle. However, it's currently 3x quicker to drive than to take public transit. And that is ridiculous.	South Corridor
Light rail from Federal Way to Seattle	South Corridor
Have a rail link from Auburn to Everett.	South Corridor
Projects need to go further South than Tacoma. You need to be more forward thinking.	South Corridor
Federal Way to SeaTac via Light Rail.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

have you ever heard of a community called Burien? this is so Seattle centric, it continues to show exactly what is wrong with transit in this county! Burien!!!	South Corridor
It currently takes over an hour to travel from Burien transit center to downtown seattle. This is absolutely ridiculous! and yet there are no plans in the future to connect Burien with downtown seattle, Ballard, etc,. The only focus is around west seattle. There will be an increase in the number of folks moving south due to skyrocket real estate and rental prices and yet transit focuses on federal way/tacoma or ballard/u district/seattle. Please expanse transit services to connect areas in south seattle to north seattle!	South Corridor
Burien to downtown Seattle. Burien to Central Link. Connect Burien to the airport, Seattle, UW, West Seattle, Renton, and South to Fed Way & Tacoma.	South Corridor
Commit to connect light rail Everett to Tacoma, with transit centers served by spur lines or transit. Make ST Rapid obsolete. Wasting money on 520.	South Corridor
Burien is left off the map and is a city of nearly 50,000 residents. We have projects planned to accommodate growth in population but no link on the map for any light rail connection even though West Seattle and White Center directly to the north and Des Moines to the south are targeted for connections. An extension from White Center is logical. There is also inadequate parking facilities for this area. The only center for 100,000 people is at Sea-Tac and always full.	South Corridor
Either a parking garage at Sumner and Puyallup Sounder stations, or a rail link on the Meeker RR line between Puyallup and Macmillan (Orting area). There is no parking available at all at Sumner after about the second train has come in the morning, and the commute from Sumner to Orting on SR162 is among the worst stretches of 6 miles in the state. The Meeker RR runs a freight train once per week. The existing tracks would need improved along with the crossings, but this would be a cost-effective solution for those of us in Orting who have been paying regional transit taxes all along with absolutely no return for it.	South Corridor
Need more East/West routes, i.e. Black Diamond, Covington, Green River Community College, Kent to Des Moines Also, Auburn, Federal Way	South Corridor
LR from Des Moines to Burian to white center to west seattle to dt. Redmond to Kirkland to NOAA to Childrens to U village to Woodland Park Zoo to Stoneway to Feemont to DT	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

The Kent East Hill area would benefit from being linked better to some transit, east of Benson, and it would help folks who don't have access to other options who are currently living out there. I understand that funding is most likely an issue as ridership might be too low to warrant such an expanding in that direction, but it will need to happen sooner rather than later.	South Corridor
High speed rail	South Corridor
Expanding local transit options like the 9XX routes to get people to transit centers.	South Corridor
Lakewood. Main tracks lay (seemingly) unfinished at a couple of main points (e.g. Bridgeport and Pacific Hwy SW). What's the plan for these? Also, how soon might all-day daily rail services begin? It would be great to hop on the train at the Sounder Station on Pac Hwy SW on any given day, in the middle of the morning, and go to the Tacoma Mall or Pierce College at Fort Steilacoom, and other major points around Lakewood and South Tacoma.	South Corridor
Rapid BRT East Hill Kent-Kent Station-Highline Community College Light Rail Station Light Rail Downtown Seattle-North Delridge-West Seattle Junction Light Rail UW-Wallingford-Fremont-Ballard-Crown Hill Light Rail Burien-Sea-Tac-Renton Rapid BRT Bothell (522)-Kenmore(522)-Lake City (522)-NE 130th Sation-Broadview	South Corridor
Light rail options between Tacoma and Seattle.	South Corridor
Light rail stations, when newly built, NEED PARKING. Tukwila needs a parking garage!!! More trains need to be added at rush hours. I take the Link from Tukwila to Chinatown M-F and one day last week I arrived in the station to go home and just missed a train. Two minutes later another arrived, and I got a seat!!! We need more trains. ALSO, very important: We need an express bus from Burien Transit Center to downtown Seattle. A regular bus ride downtown is an hour, and has 100 stops. Worthless to me.	South Corridor
All day 7 day a week Sounder Service; doubling ST Express bus service	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>Need to include: (1) put light rail underground - we need less surface transportation (it slows buses and cars, and is noisy, ugly, dirty and dangerous), and (2) more wildlife compatibility, habitat and corridors.</p> <p>We can't reach sustainability by paving our land to decrease vehicle miles driven. We can't improve travel efficiency by blocking other methods of transportation.</p> <p>I think the following Sound Transit slogan is fallacious: "A light rail extension can move up to 12,000 people per hour in each direction, compared to 700 cars per hour in a congested freeway lane". Every time my bus stops for surface light rail I SEE that 60 people in my bus and several other bus loads of people LOSE to make the Sound Transit light rail look good. STOP SURFACE URBAN AND SUBURBAN MASS TRANSPORTATION!</p>	South Corridor
Tacoma to Seatac lightrail connection	South Corridor
Ability to catch Sounder or Light Rail from Renton (or at least closer to Renton)	South Corridor
Coordination between area transit agencies. IT DOESN'T EXIST. MAINTENANCE, MAINTENANCE, MAINTENANCE	South Corridor
light rail or some sort of rapid transit from Pierce County to east King County (Microsoft)	South Corridor
Connecting Tacoma to Seatac via light rail. Connecting Tacoma to Olympia via light rail.	South Corridor
Airport improvements (parking)/access	South Corridor
Tacoma/South Sound to Bellevue/East Side - express bus service/light rail other Improved Pierce Transit service schedules coordinated with Sound Transit/Sounder express service. Greatly improved East Tacoma public transport options	South Corridor
I live in SE rural King County. To access any transit at all I have to use my car. MOST of the time, if I am going to get in my car anyway, I just drive. A lot of folks, way too many, frankly, are like me. There needs to be service and park and ride areas for those of us who work to support this system, so we can actually use what we pay for. Rural links to the bigger centers is the best model . I travel a lot, and that is what successful transit systems do.	South Corridor
Light Rail Infill station at S 133rd Tukwila instead of Boeing Access Road.	South Corridor
Improvements to Auburn Sounder Station MUST include additional parking. Need access to the Airport via light rail from Tacoma and Auburn.	South Corridor
airport to south sound options besides the 574 bus	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Second elevator in Seattle, one that is on the CORRECT end of the train for handicap access! How about an elevator for Tukwila, my whole family cannot travel the length of that ramp! Did you ever think about the elderly with hip, knee, O2 needs that can't walk a half mile uphill to get to the train!	South Corridor
I think that the Sounder schedule should be greatly expanded to run at least once or twice in the evening and on weekends, or at least all events (like Bumbershoot)	South Corridor
200th St. to Kent-DesMoines(to Federal Way) Airport to West Seattle	South Corridor
Light rail from Bellevue to Renton to SeaTac airport!	South Corridor
Sounder to Olympia, please !!	South Corridor
Parking or drop off pick up at MLK station	South Corridor
	South Corridor
Connecting Burien via West Seattle, West Seattle connected to the airport through Burien.	
Light rail connection to Burien. It is so close to tukwila station and the airport and is a designated urban center	South Corridor
We need an HOV direct access ramp from SR 167 to the Kent Sounder Station, at Smith Street. We need more parking at all Sounder and Light Rail stations. Parking availability is my #1 decision point as to whether or not to use public transit.	South Corridor
South (Tacoma) to Eastside / Bellevue connections	South Corridor
Convert many of the trails back to rails!	South Corridor
Sounder commuter train from Tacoma Dome Station to Downtown BELLEVUE	South Corridor
Light rail along the 405 corridor along the newly acquired right of way.	South Corridor
Additional parking at Tukwila station	South Corridor
Light rail from kent/auburn to downtown	South Corridor
As the 277th Ave area starts to grow I see no increase in transit lines, At the moment I have to walk almost a 1/2 mile to get to the bus line on Auburn Way. That is one reason I don't use transit.	South Corridor
Auburn to puyallup	South Corridor
	South Corridor
Extension of Sounder South Line to Olympia, DuPont, JBLM. Extension of Lightrail service from Tacoma to SeaTac Airport vis Federal Way and Des Moines. Connection between Tukwilla Sounder Station and SeaTac Airport via Link or direct Lightrail service.	
How about better service to Auburn.	South Corridor
The second parking structure promised at the Auburn station is not listed. We're paying for something that will never be delivered.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Hubs to transfer to and from sounder, light rail, buses and regular rail	South Corridor
Having the link light rail come to Kent	South Corridor
Unified mobility account for transit, ferry, toll payments. One card one account.	South Corridor
Auburn to Bellevue Sounder or Light Rail would help alot of people! The other obviously left out route for Sounder train or light rail is Kent to Olympia! I do not want more buses - they sit in the same traffic our cars do - Not Helpful at all!!	South Corridor
Rail service between Auburn and Factoria/Bellevue	South Corridor
weekend and evening rail connection between kent/auburn and downtown seattle. suggest increase in present sounder rail service plus light rail link to tukwila intl blvd station, perhaps via southcenter.	South Corridor
Increased Auburn to Seattle service	South Corridor
Why do the projects always exclude south east king county, such as Renton and Maple Valley? 405 and 167 are a mess, perhaps more consideration should be given in prioritizing projects to these communities, even expanding Renton Park and ride and offering more express bus service to Bellevue and Seattle.	South Corridor
HOV/HOT continuity from Seattle to Everett on I-5. For buses and carpools the poor design of I-5 through the city of Seattle means that you will always see radical slowdowns. We need full, continuous HOV/HOT access to and through Seattle. Even if it means building a double-decked freeway through the entire city.	South Corridor
Seattle to Bainbridge	South Corridor
Light-rail from Sea-tac airport to Bellevue would alleviate much of I-405 congestion and allow mass-transit through that area. Many airport travelers from the east-side would likely take such a route in favor of getting stuck/delayed in the horrible I-405 traffic mess that it is. The decision to not include light-rail station at tukwila / southcenter was a huge mistake in my opinion. longer term planning should have brought the rail to southcenter so that an extension to bellevue would be easier.	South Corridor
A direct south to north link from the Des Moines, Normandy Park, Burien areas, to downtown seattle. We do not want to head east or west to get into Seattle.	South Corridor
Light rail from Sea tac to Auburn /Kent/Federal Way/Tacoma	South Corridor
Improvements to service for special needs/handicapped riders. The Access service is neither timely nor reliable. Service should be improved on existing routes, people do travel during non-peak hours, unfortunately on many routes there isn't any service except for M-F commuter travel to/from downtown Seattle.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>Other than Tukwila station, there is no parking at Light Rail stations. The Tukwila station parking lot(s) are always jammed. So I can't reliably count on parking in order to take the Light Rail downtown and end up just driving downtown, defeating the purpose of mass transit. Need to implement more parking and drop the failed mindset that people are required to take the bus to the light rail.</p>	<p>South Corridor</p>
<p>North/south I405 from 520 to I-5 is a disaster in the morning and evening. When I drive into work, I go 15 minutes out of my way to take I90 to avoid I405. Rapid transit is not a viable answer. A light rail solution is needed between Burien and OTC.</p> <p>Infrastructure also needs to be built expanding light rail and 520 east. East is the direction people are moving. There is land to build east now but that will be disappearing with all of the expansion.</p> <p>Be sure to create parking for riders.</p>	<p>South Corridor</p>
<p>lightrail linking Burien to downtown Seattle</p>	<p>South Corridor</p>
<p>light rail to burien, more daily express service burien to seattle (downtown)</p>	<p>South Corridor</p>
<p>Rail service to Renton Boeing</p>	<p>South Corridor</p>
<p>Absolutely no consideration on future transportation infrastructure to the Burien/Normandy Park or Seatac areas (beyond Link Light Rail in Seatac/Tukwila/Seatac Airport).</p> <p>Seattle's lack of housing (single family and multi-family) is a huge issue, and those looking for places to live will undoubtedly continue to spread out amongst the neighboring/surrounding cities. The entire system is Seattle-centric (for obvious reasons), however consideration needs to be given to south king county. Burien, for example, has a population of almost 50 thousand residents. Bus options from the Burien transit center are a good option (along the SR 509 corridor), however utilization of the Link Light Rail service (via the Seatac/Tukwila station) is NOT viable at all.</p> <p>Some sort of spur along SR 518 should be considered, OR infrastructure that extends through West Seattle in Burien/Normandy Park. Further, the SR509 corridor is another viable (geographical) location for elevated light rail infrastructure.</p>	<p>South Corridor</p>
<p>BURIEN. light rail, bus and any thing to connect Burien with Airport , Seattle and Bellevue. Driving 405 is a nightmare.</p>	<p>South Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>Sounder does not run late enough if you do not work in exact downtown Seattle. Which means if you have to take a bus to the Sounder after work and then get home you are SOL. One has to get to the KING STREET station first. How many people do you know that work close to King Street? AM I the only one that can't get out of work exactly at 5 pm? If you work 8/9am -5 pm and are on Capitol Hill or anywhere else around town you will be hard pressed to get back to the train station by 6:12 pm!</p>	South Corridor
<p>Light rail from Tacoma to SeaTac Airport - I won't be supporting any ballot initiative that doesn't include this project.</p>	South Corridor
<p>Renton & Tukwila access</p>	South Corridor
<p>There needs to be consideration of how to connect the Highline communities (Burien, Des Moines) to regional transit networks via light rail. These communities share many resources and cross-patronize businesses with White Center and West Seattle and are home to many downtown commuters. It seems like it is a pocket that is lost in the planning and they are home to many disadvantaged residents that rely on transit.</p>	South Corridor
<p>1) Improve the North Sounder route to minimize landslide disruptions and increase the reliability of those trains. 2) Increase heavy rail usage throughout the region, as it is faster and less expensive (maybe?). My opinion: Never build a light rail on a surface street as it is ponderously slow and removes the reason why I use public transit. I avoid the Tukwila to Seattle light rail route because of the stops and the slow train. I avidly support public transit to my friends and associates, but I 100% criticize the light rail because of the design that saved money, but made the southern spur worthless.</p>	South Corridor
<p>link light rail through sr 167 corridor through puyallup up to south hill then out to I5 then joint base lewis mccord</p>	South Corridor
<p>Extend Sounder up East side of Lake Washington and add light rail from Tukwila up the entire East Side.</p>	South Corridor
<p>Chinatown, Dearborn, Harborview Hospital to University Hospital via new train tunnel</p>	South Corridor
<p>I cummute from Kent East Hill to Mukilteo every day. I have sought out commuting option for a direct link (even to Everett) and there are none. There are many many people who commute from the Renton/Kent area to Everett and Mukilteo who have very little options besides carpooling. Why not expand mass transit for people in my area to the north end??????????</p>	South Corridor
<p>Weekend Sounder service</p>	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

There is a lot of growth in the Auburn/Kent/Covington/Maple Valley area. Yet we are essentially left out of all but bus improvements in this latest plan. It seems like that growth is largely ignored in this plan.	South Corridor
Include Burien as a link/destination on light rail	South Corridor
sounder south of lakewood	South Corridor
Increase rail service south to Thurston County with stops in Tillicum, JBLM, DuPont and Lacy	South Corridor
Lakewood to DuPont and Lacey	South Corridor
Light rail service along the 405 corridor should be explored to alleviate commuter traffic congestion.	South Corridor
More run times on express routes. Rapid rides from kent/covington to downtown	South Corridor
Sounder service to DuPont	South Corridor
Connecting existing Link Light Rail stations with parking options	South Corridor
Dupont service. Sounder. Link to Lakewood beyond the ST Express.	South Corridor
Extention of 167 to the I5 cross-based highway	South Corridor
Additional south end transit projects including to 512 and JBLM.	South Corridor
How about some South Sound projects. Everything seems to be Seattle/Bellevue/North	South Corridor
Direct line Tacoma Dome to SeaTac? Or do I just not recognize the project by name?	South Corridor
Restoring/expanding bus service to outer lying areas so people can get to work	South Corridor
It so upsets me that the old rail corridor from Renton up the eastside of Lake Washington is ignored!!!! Use the existing right of way for light rail up the eastside! I-405 is a lost cause for putting more cars or buses on this road! You need a free and clear corridor! For God Sakes Wake up and use this old rail corridor. Don't let the snobs along this route tell you not to! It only makes sense! I've lived in Renton for nearly 40 years, I've not seen the quality of life get better but get worse due to congestion! I'd like a clear answer why this route is not considered?	South Corridor
Extend light rail service from Tacoma Dome to Seatac airport, connecting with existing service to Seattle.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

I think there should be a link light rail from Everett to Olympia with stations stops in between. Each station would connect to another link rail or sounder train and or buses without taxing the population even more. I question how the current funds are being spent. I also so not like tolling. The cost is way to much. If it were in smaller amounts, more of the population may pay.	South Corridor
I would recommend looking at big cities such as New York, Chicago because their transportation has been handling large populations for years.	
Light Rail to Puyallup and South Hill.	South Corridor
Park and ride service? Where can people park to catch these new and improved services? Are we expected to walk to catch the light rail?	South Corridor
Station at Lake taps blvd.	South Corridor
light link connection through the valley (Auburn and Kent); unless sounder expands capacity beyond current schedule to allow for mid day and night travel.	South Corridor
South Sound projects in Tacoma and Puyallup and expansion to Thurston county. Not enough parking at any of the Park n Ride sites along the I-5 corridor.	South Corridor
Extended sounder service for weekends.	South Corridor
Redo Rainier Valley to be elevated transit like much of the rest. Surface Rail transit has proved dangerous and impedes other forms of transit. To do otherwise discriminates against those who live, work or transit through that area.	South Corridor
DuPont to Tacoma and Seattle	South Corridor
It's long past time to be exploring a light rail connection between the Renton Transit Center (or Park and Ride) to the Tukwila International Station. There's a woeful lack of parking at Tukwila International. Where's the light rail on the East Side of Lake Washington? My wife and I went to Bellevue on a Saturday, in the car pool lane... it was still topping out at about 50 mph 405. This is not uncommon. Why not rebuild the rail line that the Spirit Of Washington Dinner Train used to use?	South Corridor
Light rail in Burien. You people always seem to forget Burien exists	South Corridor
Link/light rail from university place transit center to Tacoma Community College to Tacoma dome. Also Light rail from GigHsrbor to TCC to T dome	South Corridor
SODO, Georgetown, South Park. SEATAC connections.	South Corridor
more expansion of south sound service	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>you do not include Renton in any of your projects. You expect that a city of nearly 100,000 should be ignored or have to DRIVE to either Bellevue or Kent in order to use your transit. Build a light rail from the othello center down 900 to the newly revised 167 access in Renton and you could take light rail all the way to Puyallup to serve the people who work in Seattle for the people who DRIVE over to Seattle from the east side, BTW the east side people with NEVER give up their cars (but what if something happens is the excuse) so serve the people who can most benefit from the service and keep them from being late to the service jobs that keep Seattle going. I know you will ignore this since this should have been done when they revised the 167 access in Renton and you sat on your hands.</p>	<p>South Corridor</p>
<p>This is a fiasco. You can play with it all you want but you'll never get me from point A to B. As long as you mix rail traffic with car traffic, you have solved nothing. Witness the streetcar service you gave to the Rainier Valley. Good work. You nitwits provided a streetcar to the people who already had the best bus system in Seattle. In so doing, you built an unnecessary tunnel. If the route was run ELEVATED up E. Marginal, it would have served a purpose! Boeing people, and those south of south of SODA would have been served. Even the City of Seattle is building streetcars. All you people would have to do is follow the WA DC example. Let us use our cars if we choose. Keep you damn tracks off our roadway. Safety? You could care less. Witness the number of accidents on ML King since you put the streetcar in. More good work, idiots. As long as you mix pedestrian and auto traffic with rail traffic, you'll never have my vote or others. Holding back on the construction of the BAR Station to place voters in the position they would have to get what was promised only by voting in favor of a larger package later, won't work with me. Idiots. Rapid transit yes. Your streetcar? HELL NO!!!!!!</p>	<p>South Corridor</p>
<p>Tacoma needs to be better connected to Seattle. Tacoma - Seattle Light Rail, or Sounder train all day to include weekends.</p>	<p>South Corridor</p>
<p>Kent East Hill, Covington, Maple Valley</p>	<p>South Corridor</p>
<p>Rail service from Renton to Woodinville via the old Chateau Ste Michele dinner train.</p>	<p>South Corridor</p>
<p>More service to East Pierce County IE: Bonney Lake, Buckley, Orting</p>	<p>South Corridor</p>
<p>Puyallup/sumner sounder station improvements</p>	<p>South Corridor</p>
<p>Some kind of improved HOV/express bus service between Federal Way and downtown.</p>	<p>South Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Desperately need light rail from Seattle to our Olympia with stops in Lacey, Tacona and Sea-Tac airport. This should be the highest priority project to enable people to travel around the south sound corridor and improve traffic flow on I-5.	South Corridor
Tukwila, Burien, and Seatac seem to be ignored.	South Corridor
Mid-day or extended hours on Sounder routes, Light rail through 167 corridor from Renton to Puyallup.	South Corridor
Light rail and more bus service to the Burien Transit Center	South Corridor
From the South, Kent, Renton, etc. to Bellevue	South Corridor
	South Corridor
South sound projects that connect more neighborhoods to each other and to Seattle.	
Tacoma city center south along Portland Avenue; Tacoma to Puyallup; some of the outer areas that have little to no bus service	South Corridor
Renton Lightrail/Sounder station	South Corridor
Improvement of parking at Sumner Sounder train station. Improvement of access at Sumner Sounder train station.	South Corridor
Commuter Rail extended to Olympia/Lacey	South Corridor
	South Corridor
Connecting Renton via Grady Way to current light rail service from SeaTac/Tukwila station. Or along Martin Luther King Jr. Way to Boeing Access Road location.	
Extend light rail down sunset into Renton	South Corridor
Not sure, if it's there or possible, but a Light Rail to expand to Tacoma Dome thru Federal Way.	South Corridor
Sounder and /or light rail from Tacoma to Sea Tac	South Corridor
A link light rail or sounder to the Bonney Lake area.	South Corridor
	South Corridor
Nothing in the list addresses the most persistent areas of excessive commute areas: 1) 405 commute to Bellevue/Redmond 2) I-5 between Federal Way and Tacoma/Lakewood 3) I-5 between downtown Seattle and Lynnwood/Everett (especially between downtown and Northgate)	
South Renton Park n Ride is not nearly sufficient for the number of cars that need to park there. I am forced to park in neighborhoods that as fall and winter approach will prove unsafe for me to walk, from the park and ride to my car. There is undeveloped property near the Ford Dealership that could be used for parking. Consider going under and above ground so that the parking spaces are doubled/tripled with the land that is used.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

the fixation of light rail along/ near the I-5 Corridor is detrimental to the people of south eastern King County. where are the Rapid Rides and light rail for Kent, Auburn, Algona and Pacific? Kent is the 4th Largest city in the State and it's treated like a red headed step child...	South Corridor
Light rail from Seattle/Seatac to Tacoma Dome Station. And light rail from Tacoma Dome to Olympia.	South Corridor
More parking @ light rail stations	South Corridor
Capacity needs to be added to I405 from Renton to Bellevue.	South Corridor
Light rail: UofW-Montlake, directly north to Lake City, using Burke Gilman (former railway) grade.	South Corridor
Light rail: Boeing Access Road station, south along airport way to Southcenter. Light rail: Tukwila station west to Burien, then north to White Center, West Seattle	
More service for Puyallup/Sumner area.....	South Corridor
	South Corridor
South Seattle--Georgetown, White Center, Burien, Tukwila, and surrounding areas--needs more connections, including earlier routes than exist now, to downtown Seattle and UW.	
* Linking Tukwila Sounder and Tukwila Light Rail stations * Providing parking facilities at more of the Light Rail stations	South Corridor
mass transit along highway 167	South Corridor
Tacoma Link extension to Point Ruston	South Corridor
	South Corridor
Expansion of reverse-commute Sounder train service to Everett and Tacoma from Seattle. I don't think additional infrastructure or equipment is needed for this expansion, just additional reverse runs, but it should be included one way or another. I work for a Puget Sound business that has offices in Tacoma and Edmonds and I am frustrated that I cannot get from Tacoma to Edmonds (AM) on the Sounder train and back (PM). And I am also frustrated that I can't get my employees who live in Seattle to either office on the Sounder Train.	
East King county north/south route	South Corridor
	South Corridor
More options for Tacoma & Pierce County. Would use the Sounder or other light rail option to go to Seattle rather than drive. Think of the amount of traffic that commutes to Seattle not only during the work commute times but on the week-ends as well. The Portland area has a great light rail system that includes all the outlying are.as	
Add more cars for central link light rail at peak commute times. I commute from Tukwila central link to downtown seattle and leaving downtown at 4pm it's often so crowded its dangerous.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

The survey primarily asks about very expensive, wastefilled light rail projects that will do absolutely nothing about highway congestion or commute time. A solo driver opting to take light rail will still to drive to a station and then take a bus to their work location thus increasing the commute time, that is simply not a viable option. We need more roads. Additional buses that start earlier may also be helpful. Our current mass transit system does little to nothing for one of the regions largest employers Boeing.	South Corridor
Tacoma to Federal Way and then to SeaTac or Tacoma to Sea Tac. Why is Tacoma being left out? 90%of this helps Seattle. We pay transit taxes also and have for many years.	South Corridor
Make projects based on paying users. Have buses pickup people from neighborhoods and train stations, and then deliver people to places of work, shopping, and home. Don't spend money on additional car parking. Spend it on getting cars off of the road by making it easy to catch a bus.	South Corridor
Out to North Bend and more outlying areas where property can be acquired less expensively rather than in and around the city expansion.	South Corridor
Tacoma Dome to the Airport via Federal Way	South Corridor
1. Some type of rail service on the east side of lake Washington that would reduce traffic on 405. 2. Extend the 167 HOV lanes to Puyallup. 3. More parking at the Puyallup and Sumner Sounder stations. The Fair parking in Puyallup adds too much time and is not practical.	South Corridor
Light rail to Downtown Burien along SR509 with feeder buses to stations from West Seattle.	South Corridor
Expansion of light rail to Renton	South Corridor
A light rail link to Burien.	South Corridor
Rail-only bridge across Lake Washington so as to not take away car lanes/capacity. Tukwila-to-Renton-to-Bellevue Light Rail along existing rail right-of-ways. Significant Park & Ride capacity at most light rail stations.	South Corridor
Light Rail Along Eastside Rail Corridor from Renton to Bellevue and/or points north. Why only rapid bus?	South Corridor
Light rail from Seattle to Olympia: Continuing existing line from Seatac airport to Olympia through following Hwy 99 to Tacoma and then continuing to Olympia with stations in Lakewood, Tillicum, Joint Base Lewis/McCord, Dupont, Hawk's Prarie, Lacey and Olympia.	South Corridor
Tacoma Link to Pt Defiance/TCC/6th Ave	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Light Rail going down I-5 with Park and Rides built over I-5 at certain stations ie:(malls, near freeway interchanges) and returning certain park and rides back on the commercial properties tax roll. These new Park and Rides should house retail space like coffee shops, food courts and possibly filling stations, in which they would lease space from the counties in which they are placed to return some of the expense of maintaining such areas.	South Corridor
Improvements for access between Sumner, Auburn, Kent and Renton.	South Corridor
I 405 light rail from South Center Mall (possibly starting at SeaTac Airport to Lynwood. 167 light rail from Puyallup to Renton. Light rail from North Bend to Seattle (with stops in Issaquah, Eastgate, and Mercer Island). Fedrerar Way to North Bend Highway 18 alignment for future growth and Snoqualmie pass light rail from downtown (seasonal). Also Blaine, to Bellingham, to Tulalip to Marrisville to Everett light rail. And also Olympia to Tacoma light rail. (Above is listed in highest to lowest priority)	South Corridor
Tacoma to seattle ferry service	South Corridor
Daily Sounder trains from Seattle to Lakewood and vice versa.	South Corridor
Light rail to Burien.	South Corridor
Connections from Auburn to Tacoma, Puyallup to Tacoma and Olympia to Tacoma via light rail. Light rail options flanking as many major highways in the South Sound as possible (Hwy 167, Hwy 512, Hwy 16, and especially I-5 entirely from Olympia to Everett).	South Corridor
Light rail should be extended past north Everett. Snohomish River and associated sloughs limit alternatives to I-5 and SR 529, both are at capacity during peak hour and limited in terms of expansion.	South Corridor
parking garages at I5 stations	South Corridor
light rail all the way to Dupont, WA (not stopping in Tacoma or Lakewood)	South Corridor
Basically I think that rail should run from Everett to Olympia. This makes more since with stops all over than just benefiting Seattle communities. Running a rail from Olympia to Tacoma will cut back on a lot of traffic some as Seattle -des Moines area into Tacoma would also decrease. More than just having ballard to downtown. Even Everett to Seattle. Many more people travel into the these three four cities and connecting them make more since then just linking the u-district. Plus I am not comfortable paying for something that does not benefit me one bit.	South Corridor
Additional parking at Sumner and Puyallup Sounder stations	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

The problem with the Priority Projects List is not so much that there are projects missing, but that ST is still considering BRT to be a reasonable approach to transit rather than a concept designed and driven by transit opponents that feel that everything transit needs to be at the lowest possible cost. Look: buses suck, and I should know - I take them all the time. You know it too. The best, fastest buses still suck when compared to train service, and BRT will never drive development like trains do. Drop BRT entirely and spend the money needed to finally get a decent transit system around here!	South Corridor
BURIEN to Renton, BURIEN to downtown!	South Corridor
Light rail that runs from SeaTac to Seattle should run all the way from Tacoma to Everett.	South Corridor
Light rail along the eastside rail corridor (ERC) to connect Renton, Bellevue, etc. to airport and downtown Seattle	South Corridor
A look at more accessibility and parking for the light rail station in Tukwila. At this time if you are not an early morning commuter you cannot find parking at the station. Looking into faster travel between Seattle and South King County later in the day/evening, including later running Sounder trains and faster options for getting to King Street Station from all parts of Seattle. Look into citizens needing to commute outside of the typical Monday-Friday 9-5.	South Corridor
Identify a single project that focuses ONLY on adequate parking at the high volume Sounder stations of Auburn, Puyallup and Sumner.	South Corridor
Tacoma to SEATAC light rail	South Corridor
Light rail should continue from Delridge/White Center to Burien Transit Center.	South Corridor
Connecting North Seattle to the Univ of Washington	South Corridor
Kent bus service is extremely poor. Poor planning on light rail through communities that do not have high commuter numbers	South Corridor
I would like to see more South Sound Service. For example, continue service to JBLM to help with south bound I-5 through the Lakewood/Dupont area.	South Corridor
Transit project that will serve Renton area.	South Corridor
draft projects list doesn't detail potential express bus services to outlying areas in Pierce County like Orting and Bonney Lake that are in the system. Even the maps don't list these cities, they are part of the system, pay taxes would have to pay more if ST3 passes yet there are no solutions to their regional transportation projects easily identified in the plan	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Using the Burien Transit Center as a light rail hub to connect lines from Seattle through White Center with lines running through Tukwila to the East Side. The Burien Transit Center could connect light rail from West Seattle/White Center to lines running to the north, south, and East. It's a natural hub, and there are plenty of low income neighborhoods surrounding Burien that would benefit from the network and access to transit options.	South Corridor
Infill station between Tukwila station and Boeing access Road	South Corridor
Light Rail along the east side corridor from Renton to Woodenville.	South Corridor
Tacoma-Seattle-U-District light rail	South Corridor
Parking at puyallup sounder station	South Corridor
Airport to Tacoma lightrail	South Corridor
Tacoma to Seattle Light Rail	South Corridor
Sounder service between Tacoma and Olympia. With the Joint Base Lewis McCord traffic and legislative-related traffic for half the year, an economical way to move people all the way to Olympia should be a priority. Otherwise, the list seems appropriate.	South Corridor
1. Stop sharing BNSF rail (make Sounder independent). 2. Relocate Sounder rail to locations unaffected by yearly mudslides (between Seattle & Everett). 3. Isolate ST Express buses Seattle-to-Tacoma, independent access to/from Eye-5 without interfacing with vehicles. Ultimately, rail may be better displacement.	South Corridor
more connections with Federal way	South Corridor
Tukwila to Everett light rail for Boeing workers	South Corridor
Bellevue to seatac light rail through renton	South Corridor
A downtown Burien connection between a White Center/West Seattle line and the current Tukwila/SeaTac line needs to be included.	South Corridor
Sounder train to Dupont and Olympia, east/west connections along HWY 410	South Corridor
Build roads, not fantasies. Mobilize people, not corporations.	South Corridor
What happened to the light rail loop from Seattle through West Seattle all the way to Burien and linking up with Tukwila? I would use light rail for trips to Seattle and West Seattle with light rail from Burien. It was mentioned in last plan and I feel should be acted on in ST3.	South Corridor
light rail from sea tac to tacoma.	South Corridor
I live between Renton and Kent. Our transit park and ride lots are full. There is no mention of a light rail offshoot for us, limited Rapid Ride opportunities. We need more transit park and ride lots. I see nothing to directly benefit me but I do see important projects.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Light rail to City of Burien connecting to airport.	South Corridor
Projects to link up Kitsap County with Pierce County. There are many under served communities on the Kitsap Peninsula. Personal vehicles are practically required to go anywhere and do anything.	South Corridor
A light rail line from the central district to cap hill to SLU, uptown, Queen Anne, Fremont and ballard	South Corridor
More transit options in Tacoma and the south end, where transit demand is high and I-5 congestion is dramatically increasing and affecting commute times. Adding more Sounder buses on jam-packed freeways is of little value -- we need light rail and train, especially to the airport. It is the Sea-TAC Airport, after all. Tacoma and the South Sound are not an afterthought.	South Corridor
I know you are focused on BRT for the I-405 corridor...I think this should be reconsidered with a light rail connection via Tukwila along the I-405 Corridor.	South Corridor
Service to Lake Tapps/Bonney lake/Buckley/enumclaw	South Corridor
A couple of options that I thin are missing: 1. Bellevue-Renton-Rainier Beach tie in to existing light rail light Link and East Link stations 2. Kent-Renton-Bellevue light rail alignment along the east sides of the SR167 corridor to downtown Renton/Boeing 737 plant, then N/E to Newcastle and Bellevue	South Corridor
People in this area like to drive their cars. Increase road capacity-widen freeways or make them double decker	South Corridor
Would like to see Renton as direct access to downtown Seattle and tacoma	South Corridor
Federal way to Bellevue, either light rail or express bus.	South Corridor
Express bus services from Kent/Tukwila/Renton to Eastgate. It currently takes over 2 hours one direction to travel by bus from Kent to Eastgate. And an average of 45 minutes by car. I can get to Eastgate faster by taking 900 to Issaquah and getting on I90.	South Corridor
Light rail from tacoma to the airport	South Corridor
Airport to Tacoma Dome link	South Corridor
You're doing it all wrong. Every major freeway system needs a light rail in the median either at grade, elevated, or tunnel depending on landscape. There needs to be major connecting lines into suburban areas from the main lines. Example: a station at 320 with a connection line into Federal Way. Each major mall needs a transit center connected by light rail to the main lines. Also, no more buses. Get them off the road.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>Ballard to lynwood via crown hill and 99 (link). more connections to various link routes instead of so many separate routes or just long routes. Look at Madrid and how easy it is to get around taking several different "link rails"</p>	<p>South Corridor</p>
<p>I understand that ST only covers three counties, however, living in South King County, many people I know commute south to Olympia. None of these proposals help with providing a transit option for those that commute to Olympia. ST should sign an MOU with Intercity Transit to provide light rail options between Tacoma and Olympia. As long as there is light rail connectivity to Tacoma for other communities (Sumner, Puyallup, Bonney Lake, Auburn, Kent, Des Moines, Federal Way, etc.) Doing so would reduce the congestion on I-5 significantly. I will not support ST3 unless a vision is provided for transit options to Olympia.</p> <p>I also have an issue with the way Sounder is operated. Why not permit a commuter to take the train in both directions in the morning? What if I want to commute from Puyallup (or anywhere else south of Seattle) to somewhere north of Seattle? I can't do so, even though there are trains that could go both directions! Why?! That is a project that should be on your list.</p>	<p>South Corridor</p>
<p>Maple Valley area is ignored.</p>	<p>South Corridor</p>
<ol style="list-style-type: none"> 1. Schedule improvements and additional (2) trains on Sounder North, along with additional parking is needed at Edmonds and Mukilteo Stations. Expansion to Stanwood should be a long range goal, even if only 3 of the trains went to Stanwood. 2. Schedule improvements and additional (4) trains on Sounder South, along with paid parking options. 3. In-fill station between Auburn and Sumner should be located at Lake Tapps Parkway SE. This location gives a large TOD potential integrated with a Kent Station style project with nearly 40 acres of property. 4. Expansion of Sounder South to Dupont Station, only if it served by 4 of the trains. Cost of the expansion would be building the platform and a siding for the trains to layover. 	<p>South Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>Maple Valley / Covington access points. The traffic along 272nd / Kent Kangley is terrible, and the bus service is horrid. There are two busses - the 159 and 168 that run along there. The 159 is limited to morning and late afternoon / evening. The 168 takes forever to get anywhere and is always crowded to the point of standing room only. Personally, I'd like to see one earlier 159 in the morning, and then an earlier run added in the afternoon. I can't be the only one that works downtown Seattle that my shift starts at 6:00am and ends at 2:30pm. The first 159 gets me to work at 6:30 (I work at the Union Station plaza in the international district), and then if I want to take the 159, I have to wait until much later after I get off, or catch the first Sounder train to Kent Station, transfer to the 168 (which sometimes leaves before the first train gets there) and it's typically standing room only by the time I get to it. I'm old, and my knees can't handle standing from Kent Station out to Maple Valley. The study would look at adding routes to existing schedules (159) , adding larger bus to the existing routes (168), or adding a new express bus from a central location (Four Corners, the Lake Meridian P&R, or something) straight downtown Seattle without stopping everywhere in between.</p>	<p>South Corridor</p>
<p>No new taxes. There is no money available at this time for any of these projects and senior citizens cannot afford to have higher taxes .Existing light rail isn't even close to reducing cars on the highways. Study that and analyze why it is NOT WORKING. Why did this light rail that exists not include parking for cars to park for riders? Improve roads.. Studies show even with added light rail systems the cars will still be on the roads in 2040. Regional mass transit is NOT the answer. It will only create higher taxes and fees.</p>	<p>South Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>Purchase of Union Pacific corridor Tukwila to Tacoma for Sounder Express from Pierce County. OR, double track UP and shift freight so ST can own trackage on BNSF right of way. Diesel multiple unit service or Long Island Rail Road weight rated (not freight size Sounder) on restored Eastside Rail Corridor from Tukwila to Snohomish. Cancel Sounder North to build more light rail in that subarea faster. ST Express riders from Tacoma will NEVER use Light rail instead with such excessive running time and miserable seats. PERIOD! Expand Seattle Sounder platform and freight options by demolishing and rebuilding 4th Ave S viaduct to fit trains under a new viaduct. NEVER more falling concrete on the Sounder platform, please! Purchase Seattle Blvd S to Royal Brougham Way at 4th Ave S to send Link into second tunnel under a new 4th Ave S viaduct. Or demolish old Seattle Blvd S bridge, send Link under new bridge to new corridor tunnel under rebuilt 4th Ave S into 4th Ave tunnel. Build parallel Link line on South Sounder corridor to eventually replace Sounder and avoid freight interference.</p>	<p>South Corridor</p>
<p>Covington/Maple Valley/Black Diamond are growing and have no easy way to use the current or planned routes without driving significantly first. Improvements from those areas would be greatly appreciated. These (and other) outer suburbs house many people people who commute in and would be greatly helped by an efficient public transit option into the Seattle/Eastside/Tacoma area.</p>	<p>South Corridor</p>
<p>A light rail connection from SLU to Sounder Train</p>	<p>South Corridor</p>
<p>Links between Olympia and Seatac and points in between.</p>	<p>South Corridor</p>
<p>Puyallup/Sumner transit. What about Light Rail up 167?</p>	<p>South Corridor</p>
<p>Absolutely no projects should be studied. No more waste of taxpayer \$ to service less than 5% of the commuting workforce. No asking for FURTHER such waste!</p>	<p>South Corridor</p>
<p>better bicycle infrastructure</p>	<p>South Corridor</p>
<p>Additional parking at Tukwila station. This is the best location for those of us to catch Light Rail from Renton.</p>	<p>South Corridor</p>
<p>Federal Way to Seattle Link Light Rail</p>	<p>South Corridor</p>
<p>more car lanes</p>	<p>South Corridor</p>
<p>no projects are missing and the current projects are not a good set to study!</p>	<p>South Corridor</p>
<p>Pierce County is much more than Tacoma only.</p>	<p>South Corridor</p>
<p>More HOV lanes and emphasis on helping the automobile drivers.</p>	<p>South Corridor</p>
<p>Tacoma to Seattle</p>	<p>South Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Focus on Pierce,County	South Corridor
Shuttle bus connection from Orting to Sumner Sounder Station	South Corridor
Parking at Sumner Sounder Station is inadequate and usually fills up by 6:15. Parking at Auburn is better, but fills up by 6:45. Parking at light rail stations other than Tukwila! Difficult to use light rail if you can't get to it.	South Corridor
The light rail without a doubt should be like BART in the bay area. Let's not reinvent the wheel. The light rail should run South to North ideally from Olympia to Everett with stops all along the way (Tacoma, Fed Way, Kent, South Seattle etc.) and then it should run from West to East from Seattle to Bellevue with stops along the way. This isn't rocket science its just good sense. This should have been built years ago. Get it together.	South Corridor
Choke point in traffic at JBLM	South Corridor
Parking expansion for Sumner Sounder Station. Addition of at least one late evening Seattle to Tacoma Sounder Train (8PM or later).	South Corridor
Burien/White Center/Normandy Park to Sea-Tac Connection	South Corridor
Better light rail/sounder from Puyallup/Sumner to Seattle	South Corridor
Expand roads	South Corridor
Expanded or new parking garage in Auburn	South Corridor
Light rail to TOO SLOW.... Just add a few more buses to the crowed routes and get off the adding billions in taxes for toy trains.	South Corridor
adding general purpose lanes to I5 and I405	South Corridor
Federal Way to Evergreen College	South Corridor
Increasing available pavement by abolishing HOV lanes	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>Light rail (even if isolated from Central Link) on east side from Bothell to Kirkland, Bellevue, 405, Renton via old rail line. Sounder branch service from King Street Station to Auburn, and then on BNSF Stampede line with stop at Covington (188th & SR516), and Maple Valley (SE 271st Pl & SR169, diverge from Stampede main using loop and reactivate old Black Diamond rail line right of way parallel to SR 169). Sounder branch service from King Street station to Renton (station at SR167 adjacent to Fred Meyer) and SR169 & 405 (station stop on SR169 just east of Renton Community Center on old rail line under 405) or continue up to NE Park Dr using existing line (near major residential and Boeing commuters). Sounder branch service from Tacoma Dome station on Tacoma Rail line to Frederickson and Graham. Branch line service could be as few as 2-3 bi-level cars each with 2-3 morning and evening trips. The same trainset could even alternate trips between Renton branch and Covington branch.</p> <p>Also... improve connection with King Street and Seattle Ferry Terminal. How about street car access after the Viaduct comes down?</p> <p>Sounder... increase max authorized speed beyond 79MPH (Sumner to Auburn, and Kent to Tukwila) using PTC implementation. Extend southline service to JBLM Main Gate and Dupont.</p>	<p>South Corridor</p>
<p>Parking for Puyallup and Sumner train service</p>	<p>South Corridor</p>
<p>Parking at ALL stations outside of the downtown corridor must be expanded so that more riders will actually use the system. I would take the Tukwila light rail if I could find parking at 8:30 AM, but alas, I drive as there is no parking.</p>	<p>South Corridor</p>
<p>MAPLE VALLEY AND COVINGTON INCLUDED</p>	<p>South Corridor</p>
<p>Tacoma south to Olympia</p>	<p>South Corridor</p>
<p>Expanding and improving existing roadway, surface streets and freeways. Expanding bus services to utilize existing and expandable roadways, the most passenger mile cost-effective type of mass transit.</p>	<p>South Corridor</p>
<p>Second Parking garage in Auburn</p>	<p>South Corridor</p>
<p>Secure, free, easily accessible parking, stations near Lakewood Country Club and Edmonds Main Street Ferry Dock</p>	<p>South Corridor</p>
<p>Weekend sounder service - not just on certain games.</p>	<p>South Corridor</p>
<p>A south sound connection to the airport.</p>	
<p>Federal Way to Seattle</p>	<p>South Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

I5 Corridor Light rail, with surrounding areas bus service to I5 transit stations. Freeway project completion, Highway 18 to Everett, 167 to I5. 405 to Yakima year round Highway. We are talking moving people but to move people you have to move trucks and buses. To much money and time is spent studing solutions when we need to get the projects going and get services in place then work on improving what is already needed.	South Corridor
Give the money back to the tax payers	South Corridor
Federal Way to Auburn projects.	South Corridor
WE SHOULD BE GIVEN THE OPTION TO SAY NO PROJECTS NEED TO BE STUDIED	South Corridor
Lakewood: Pacific Hwy. Parking to Airport	South Corridor
Freeway and Highway expansion projects should be priority 1, 2, and 3 -- light rail is too expensive and impractical.	South Corridor
South Sound initiatives that improve HOV traffic. Convert another lane to HOV lanes and designate bus and vanpool commuters priority access.	South Corridor
Saving is tax dollars and improving van ride! Billions already wasted for this "utopia"	South Corridor
Expansion of Sounder Commuter Rail service to DuPont	South Corridor
train or light rail south of Tacoma	South Corridor
Projects that relieve congestion without impacting existing SOV infrastructure.	South Corridor
Transit only freeway lanes, sectioned off from main freeway.	South Corridor
Stop wasting money.	South Corridor
Tacoma to JBLM	South Corridor
Tacoma to Seattle light rail	South Corridor
Tacoma to SEATAC light rail	
Projects to Maple Valley/Covington and eventually to Enumclaw with easier Mt Rainier access.	South Corridor
Linking the Light Rail in Seattle to the Sounder at King Street Station. Someone taking the Sounder from either the north or south should be able to step off the Sounder at King Street Station and get on Light Rail to take them wherever Light Rail goes. Further, Sounder service should be extended to late hours in the evening.	South Corridor
We need more Park and Rides if mass transit is going to work in the Puget Sound region.	South Corridor
More tunnel options.	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Connection of Renton to the East side and Seattle Rail. It would be a good place for the South Sound folks (Kent, Auburn) to connect and split on both sides of the lake!!	South Corridor
Downtown Tacoma (tunnel station) as part of Tacoma Mall extension.	South Corridor
Direct access HOV ramps at McKinley Avenue for Tacoma Dome Station.	
McAlder sounder spur line	South Corridor
Elevated Light rail should be considered from Tukwila through Renton and Kent to Covington. The existing power line routes could be used to avoid impacting homes.	South Corridor
Puyallup to/from Seattle: train or light rail readily accessible throughout whole day.	South Corridor
Don't expand	South Corridor
We need alternatives to mass transit.	South Corridor
bus service to Orting	South Corridor
Sounder Express busses from Orting/Graham"	South Corridor
Expand service from Puyallup to Bellevue	South Corridor
Try giving Orting and outlying areas that are paying taxes for service they aren't getting. NO BUSservice at all.	South Corridor
Express buses from the Orting, Graham and Bonney Lake areas.	South Corridor
Federal way to Des Moines to Burien to West Seattle to Downtown Light Rail.	South Corridor
Expanded parking capacity existing light rail stations	
Transit option in sorting WA	South Corridor
Sumner Station improvements	South Corridor
Orting/Graham	South Corridor
Need Sounder Express buses from Orting	South Corridor
Orting	South Corridor
Improve the Sumner Station... Its not mentioned anywhere do you morons know it even exists!	South Corridor
Little towns need service	South Corridor
Additional runway at Sea Tac	South Corridor
167 widening - not just HOV. Cross-base hwy. 167 completion to I5.	South Corridor
Ones that are privately funded and stop sucking our tax dollars into an endless pit.	South Corridor
I-405 traffic reduction action (from Renton to Factoria).	South Corridor
Sumner parking	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Transit support to the people of Orting that are already paying into a program that doesn't service the area in which they live.	South Corridor
Renton, Renton Highlands, Newcastle, Fairwood, the Benson area.	South Corridor
Light rail connection thru burien - white-center to west seattle	South Corridor
service in and out of orting	South Corridor
More options to sea tac or airport area	South Corridor
High speed rail from south sound to Seattle Increased 595 ST Express service Increased parking at Tacoma Dome, Federal Wau, and virtually all south Sounder stations.	South Corridor
Continuation of sounder rail from south sound to Everett. It's not easy to work the train and bus schedule with my flex scheduled. Train service that goes the entire route both ways throughout the day would increase ridership.	South Corridor
Expanding lanes of I-5 through Seattle I-5 bypass of downtown Seattle Connecting up HOV lanes along I-5 Reducing bottle-necks on I-5 Adding additional N-S corridor Separating heavy truck traffic from car/light truck traffic	South Corridor
It would be nice to see some start up thoughts on extending even more south of Tacoma towards the other colleges in Olympia area, which also could serve the public in Tacoma (even up to Seattle) who make the commute to Olympia on a daily basis, also giving a wider transportation option for college students.	South Corridor
Buses. You said in the beginning that buses were part of the plan. But very little includes buses. Only buses can change routes, add and subtract routes at will. This is flexible and far cheaper than any other train or light rail, etc. And add lanes on the freeway without being HOV and toll. Let everyone use all lanes -- that will help traffic. No pedestrian or bicycle funding unless they pay for it like every other mode of traffic!!!	South Corridor
tacoma to seattle light rail or link	South Corridor
Nothing is being addressed for the eastern part of King County, such at the North Bend & Maple Valley area. These areas have been rapidly growing for years with a significant increase in population. However, these areas are significantly under served by transit. Address this and you may see significant decreases in congestion on I-405	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Puyallup and south sound is a rapidly expanding area that has little to no coverage. Meridian highway (167) is a constant traffic complaint, as well as parallel corridors.	South Corridor
Light rail to Burien Transit Center--could be an extension of white center/delridge or it could go through South Park and Georgetown, both missing also.	South Corridor
Orting you need to get some sort of service to Orting especially to connect with the train. If it's the City that says they don't want it the people in town don't know that.	South Corridor
Orting. There is currently no public transportation options. Needed to Sumner, puyallup, bonney lake and Graham. These communities must connect between eachother. I take the train from Sumner. No easy parking options even with new structure coming. If I could bus to Sumner station similar to what bonnet lake has. Survey where people work from where they live.	South Corridor
I would like to se a light rail station near Allentown, Tukwila.	South Corridor
I need to get from Renton - Benson Hill to Dexter, lower Queen Ann	South Corridor
Tacoma direct mass transit to the airport	South Corridor
Commuter traffic is getting worse and worse in our area and although transit improvement projects are well intended, ultimately they will fall short and do little until more resources and support are focused on getting better, regular, more expanded access for public rail transit- not for buses or HOV lanes or carpools but rail will be key. This will only happen when citizens, government and other organizations rally to support an overhaul of our current rail system- it seems public transit is forever beholden and held back by private rail's already established yet antiquated rail infrastructure. More should be done to leverage the need for public rail's importance and large public rail projects should be implemented that could actually make a lasting and real improvement to our lives and the future of this area. I would fully support larger scale public rail projects to realize a better future, instead of languishing in my car with the thousand and thousands of others who spend a chunk of their lives stuck in horrible traffic, whether it be in a car or a bus.	South Corridor
Possibility of light rail from Tukwila, through Renton to Bellevue. We have the right of way...use it!	South Corridor
We need a light rail option that goes from the Kent/Auburn Valley that goes through Renton along 405 to Bellevue/Factoria. The traffic on North 405 along that corridor is horrible and we need options for a better commute. I would take that light rail route every day and not use my car if it were available.	South Corridor
bus service from Orting to either Puyallup train or Sumner Train	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

Lakewood is not mentioned anywhere. FYI, it takes longer to go to the Tacoma Dome via your transit system than hopping in our car, sad but true. We drive to Seattle to attend church at Plymouth Congregational UCC, medical appt, theater etc.	South Corridor
expanding express service into Renton/Black Diamond/Maple Valley	South Corridor
Better parking options (ie parking structures!) at light rail stops, particularly at the Tukwila station and any new south end station	South Corridor
ST connections to local transit systems	South Corridor
Renton to snohomish. Burien to seattle. Circle line around lake washington. Kent east hill to renton.	South Corridor
Why have you not even mentioned connection to Burien? You mention White Center and not Burien which is infuriating.	South Corridor
Light Rail Extension -- Tukwila International Blvd Station to Downtown Seattle via Riverton - South Park - Boeing - Georgetown - SODO. This option will shave 15 minutes of commute time from Federal Way and Tacoma and also improve these underserved neighborhoods. I can't believe this didn't make the list!	South Corridor
522 corridor. The park and rides are full most days. I currently drive from Lynnwood down to 522 and take the 372 down to UWMC. Since the 520 toll bridge went into effect, traffic has increased a lot along 522, so more dedicated bus lanes would also be very helpful	South Corridor
Sumner access to the train. No parking. No bus options from orting	South Corridor
Renton to Everett or at least to Bellevue Light Rail #1 priority as this is one of the worst commutes in our region	South Corridor
Access for folks living in South Sound (Bonney Lake, Puyallup, Orting, Graham, etc.) Even if we drive our individual cars to the Sounder stations, there is no parking available. With the projected growth of Sounder train use, the holding capacity of parking is woefully under-planned. Weyerhaeuser plans to move it's headquarters to downtown Seattle in mid-2016 which puts several hundred South Sound residents in need of transit, many planning to take the Sounder train, but absolutely no plans for where these folks are to park at train stations, and no satellite parking lots with shuttle service available.	South Corridor
Tukwila Station through Renton to Bellevue via light rail	South Corridor
WTF.....this a survey or you want me to do you job for you, you people are a JOKE and the problem	South Corridor
South end (SeaTac) to Bellevue/Redmond area light rail	South Corridor

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>Renton to Redmond or Bellevue is ridiculous. So is Tukwila to Renton, unless you're AT the light rail station.</p> <p>The largest areas of growth - for people who would USE the bus, AKA people who need to budget and avoid the 405 mess, are going to be south-east. Why are those areas not being considered?</p>	<p>South Corridor</p>
<p>This entire project is a mess. There is no cohesiveness for connecting people to where they actually need to go. With the cost of living sky rocketing in Seattle, we should be focused on transporting people in and out of the smaller areas, not a hodgepodge of unlinked connections within small areas. It's like the entire plan is missing the forest for the trees.</p> <p>Unless there is a plan to include light rail as far south as Renton, I am strongly against this project. I quit my job in Bellevue because of cutbacks of the 566 bus route. The new schedule meant that 2.5 hours of my day were spent in transit, or waiting for transit.</p>	<p>South Corridor</p>
<p>512 to Boeing Access Road</p>	<p>South Corridor</p>
<p>Light rail and train stops at Federal Way.</p>	<p>South Corridor</p>
<p>Seattle to Burien</p>	<p>South Corridor</p>
<p>I would like to see the sounder trains run in the evening and/or regularly on weekends. I know a lot of young professionals, including myself, that could easily afford to purchase a home or condo in a town along the tracks. But they would never do so, as there is no easy transit to town after business hours or on weekends. I believe that extending hours would be a catalyst for growth in towns near the tracks. It would also bring many more people into town for Seattle events, restaurants and clubs, live music, sporting events, shopping, etc. I know many people that live only 30-45 minutes from Seattle, but they rarely visit due to bad traffic and parking conditions. Personally, I would consider purchasing a home in any town south of Seattle if there was even one or two available evening or weekend trips.</p>	<p>South Corridor</p>
<p>South King county, Covington, Maple Valley.</p>	<p>South Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>The region committed to BRT on the I-405 corridor, yet the focus has shifted to light rail, which will provide only a fraction of the benefit at many times the cost. So, BRT should be elevated significantly in importance, and a separate "project" should be the identified projects that will facilitate the route and connections to the I-405 BRT corridor. And by BRT I mean dedicated transit ways, zero clearance stops and frequent (15 minutes during peak hours) headways.</p> <p>By the way, this entire survey is biased toward light rail, so I'm sure my comments will be ignored.</p>	<p>South Corridor</p>
<p>Projects to create less overall congestion and more parking.</p>	<p>South Corridor</p>
<p>There is nothing for those of us. In Renton so either give me something or stop taking my money. No the Renton Transfer station doesn't count. It has become a transfer station for people going through Renton and is not patrolled by transit police enough to keep it safe. I will not go near the place. You should not be asking the Renton Police to be patrolling the transit center. Transit police should do it.</p> <p>There are not enough parking spaces at the lite rail stations. The sounder should run into Seattle for Mariners, sound era and Seahawks games and back afterwards. Look at San Diegos rail for an example</p>	<p>South Corridor</p>
<p>Mass transit and rail options east from South seattle to covington and maple valley</p>	<p>South Corridor</p>
<p>light rail extending south from Tacoma to Olympia</p>	<p>South Corridor</p>
<p>Kent to Tukwila light rail</p>	<p>South Corridor</p>
<p>Renton I405 corridor</p>	<p>South Corridor</p>
<p>Better transit access to Seatac airport especially from Pierce County.</p>	<p>South Corridor</p>
<p>Sounder station parking improvements and expansion</p>	<p>South Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 South Corridor

<p>incredibly congested I-405, I can't believe that the most obvious light rail link is missing between Tukwila-Renton-Bellevue & ideally on to Kirkland-Totem Lake with a branch in Bellevue to Redmond.</p> <p>Renton downtown to Bellevue downtown takes 15 min with no traffic, 11 miles. Morning & evening commute between 35 (morning) & 45-50 (evening) minutes average for only 11 miles.</p> <p>My commute Renton to Bellevue is equivalent to nearly 1 worday/week or about 49 workdays or 7 weeks (x7 days) per year on the road - to drive 11 miles/one-way.</p> <p>If I took the bus, with walking to/from the bus, wait time & being stuck in traffic, it would take me about 1hr15 min/one-way or about 2.5hrs/day for 11 miles. As a single, widowed parent, I simply can't afford this, so driving alone is still better.</p> <p>I ache for a light rail solution on the East side & instead the BN rail corridor is being ripped. If I don't work, I lose my house & more. Please help those who really need to keep their sanity & consider a light rail solution for the Renton-Bellevue area, the most congested section of I-405 & I-167 junction.</p> <p>Continually expanding I-405 with bottle necks North & South is an insane solution & the cost of light rail will in the long run make a lot more sense, considering how fast this region is growing.</p> <p>Also the exhaust fumes from crawling on the freeway damage our environment.</p> <p>We need visionaries to help alleviate the traffic situation in the Seattle area, and specifically on the East side by planning a well thought-out link from Tukwila to Renton & Bellevue. This would also allow for airport connection from the Eastside.</p> <p>Look at the rail system criss-crossing so many European countries, & more are being added in many places. Let's plan & finance a project that makes sense, around Lake Washington, including Renton & it's growing population (new schools scheduled for construction due to</p>	<p>South Corridor</p>
<p>Complete the light rail spine between Tacoma and Everette, but should extend all the way to our Capitol in Olympia.</p>	<p>South Corridor</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

Identify missing projects	Corridor origin
Sounder station in Ballard on the BNFS property south of the bridge across the locks	Out of District
Light Rail full network fro Everett to Tacoma and Olympia. More commuter trains from Bellingham to Olympia. And good connections from Blaine to Olympia and a secondary stages from Olympia to Portland Or.	Out of District
Everett to Seattle Light Rail	Out of District
Everett to Renton via Bothell, Kirkland, Redmond & Bellevue Option	Out of District
Look at expansion to Olympia, Ft. Lewis	
Look at expansion to Marysville from Everett	
Restore bus options to east King County; do this by eliminating some bus access to Eastgate once light rail service is available between downtown Seattle and Eastgate. Expand familiarity with vanshare; use it to eliminate congestion at transit centers and P&R lots that are already at capacity. Allow vanshares and vanpools to use bus lanes through downtown corridor. Identify emergency vanshare parking lots outside of the downtown corridor so that when traffic in downtown is at a standstill vanshare passengers can abandon vehicle at a designated locations and hop onto buses or travel on foot in order to make connections to train and ferry and buses.	Out of District
All lightrail should be made grade separated, as this significantly improces the capabilities of the system. This means providing a bypass to rainier valley, and making eastlink completely grade separated.	Out of District
Lake Stevens to Everett corridor	Out of District
May Valley Road to transit center	Out of District
Include Sounder service from Olympia to Seattle.	Out of District
SR 520 light rail crossing	Out of District
Extend Sounder service to DuPont.	Out of District
<ol style="list-style-type: none"> 1. Dupont Sounder Station, Dupont WA 2. Connections from Light Rail to Sounder Train 3. Synchronized Bus Service From Sounder Trains: 4. Synchronized Bus Service From Lakewood Sounder Station to Olympia 	Out of District
Seattle to Everett via I-5 Lightrail	Out of District
Light Transit from Everett to Seattle	Out of District
Maybe I missed it, but downtown to Lynnwood rail.	Out of district

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

Parking all across the region to allow people who dont live within walking distance from light rail the opportunity to use it without undue stress of having to arrive an hour or more in advance.	Out of District
Everett to Mukilteo sounder commuter train route needs to be safe from landslides that plague the stretch during heavy days of rain or snow. I spent 3/4 of 2014 avoiding Sounder Train due to constant slides.	Out of District
1) Additional transit tunnel (to handle buses initially) as described here: http://seattletransitblog.com/2015/02/18/westside-seattle-transit-tunnel/	Out of District
2) A subway line following the path (roughly) of the Metro 8 bus.	
Expanding Sounder to Olympia.	Out of District
Sounder link to dupont	Out of District
Sounder to Dupont	Out of District
parking expansion at park and rides - Lynnwood and AshWay fill up before 7:00 am!	Out of District
Monroe/Duvall area to SLU/Seattle downtown.	Out of District
Northbound and southbound bus stops should be within a block of each other for the 592 Express bus	Out of District
Extend Sounder train service south to Olympia, with a station as close to the Marvin Road Park and Ride as possible	
North sounder train expansion. More train times in the afternoon.	Out of District
Disney has shown that elevated monorail can transport people efficiently when it links points people actually want to travel between. Unlike our present monorail. Why is this not an option?	Out of District
Routes to and from Mukilteo/Seattle	Out of District
Improved access to mass transit in the south east of King County: Renton, Maple Valley, Covington	Out of District
There needs to be WAY more ST buses from Everett to Seattle during commuter times. The buses are packed and people are standing. Have separate buses, Everett Station to DT Seattle, and S Everett Park & Ride to DT Seattle. NOT the same bus for both!!!!	Out of District
More East Side, and ways to get across from 405 to I5 areas.	Out of District
Light Rail from Everett Station to Snohomish & Monroe.	Out of District
Transit from Issaquah Highlands to downtown Seattle	Out of District

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

We (the people of the area) must stop this phased approach and get a proper transit system built. Tacoma to Everett, Seattle to Bellevue and Redmond. This needs to have both local trains, and regional (think ST express busses the 510 vs the 512 - I have seen this when riding the T in Boston). I know it will take time, I want to at least have the hope that my kids won't be stuck in traffic. I thought that was the vision I was voting for when I helped approve all prior ST ballot measures.	Out of District
GO BIG!	
Connecting Tukwila to Federal Way and on to Tacoma through light rail, and connecting Renton to Bothell through light rail.	Out of District
You don't speak of easier access to U District from Eastside	Out of District
HOV lanes North to Smokey Point 20 hour Express Bus service to Smokey Point - only north end stops during high load commuting hours (Everett Transit Station - Marysville - Smokey Point)	Out of District
Under sound tunnel to Southworth/Port Orchard	Out of District
Expanded service from Lakewood to Olympia. Expanded light rail service from Tacoma to Lakewood.	Out of District
DuPont sounder station	Out of District
Mukilteo connections	Out of District
-A Metro route 8 Subway from Belltown to SLU/Denny to Capitol Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	Out of District
Lynnwood to Bellevue Transit Center	Out of District
Commuter rail stop around Ballard for both northbound and southbound trains.	Out of District
Sounder route from Everett to Seattle. Weekend Sounder. Earlier routes from Everett and later routes from Seattle.	Out of District
	Out of District
East/west corridors in Seattle/central region (ex. Seattle Center to SLU to north Capitol Hill)	
Link bypass line to the airport via Georgetown.	Out of District

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

-A Metro route 8 Subway from Belltown to SLU/Denny to Cap Hill to CD/23rd corridor. -A bypass line to the airport via Georgetown to speed up service to DT Seattle for South King, Pierce extensions and speed up airport service. -An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations.	Out of District
restore the waterfront streetcar.	Out of District
Extend sounder to mount vernon	Out of District
Light rail North of Everett	Out of District
Expanding South Bound Sound Transit train service to farther north locations like Marysville/Arlington/Stanwood/Smokey Point/Mount Vernon.	Out of District
South expansion	Out of District
Expanded parking for existing sounder train stations. People can't use transit more if there isn't anywhere to park.	Out of District
Looking at connecting the SLU street car to the First Hill street car via Roy st. and running down Broadway. Regional transit is great but we need better city transit immediately. We can't wait for light rail.	Out of District
Focus on more buses from the north end (Everett, Lynnwood, Edmonds) to downtown Seattle. Includes mid-day buses, more buses during busy hours, and park-n-rides with available parking.	Out of District
Northline Sounder stop at NW 54th st Northline Sounder stop at Broad St (Olympic Sculpture Park) Additional North Sounder service (additional cars and travel times) These three things are more important than the development of a permanent station in Edmonds (even though I use the Edmonds Station every day).	Out of district
Tunnel from maguson park to kirkland	Out of District
Lakewood South Sounder should be examined.	Out of District
West Sound	Out of District
Infill stations between UW and DT on the Link light rail (i.e. first hill)	Out of District
Rail transit from DT to SLU to Fremont	
Service to Olympia/Lacey/Tumwater. One look at JBLM tells you there is alot of traffic there, yet it appears that is little work being done. It looks like rush hour on the weekend.	Out of District

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

<p>Light rail from Everett to Olympia, with fewer stops per mile than the current system. Twice the length, half the stops. There should be no stop between Sea-Tac Airport and 320th, and no stop from there to downtown Tacoma.</p> <p>Maintaining the Issaquah to Seattle Sound Transit corridor, as funneling all that transit traffic ten or more miles to Bellevue just to take it back down I-90 is untenable and just downright stupid.</p> <p>We need mass transit in this area desperately. These plans you have provided us are pure garbage and do nothing to address the transportation needs of the region.</p>	<p>Out of District</p>
<p>Based on my experience with the Snohomish County Community Transit and King County Transit while trying to commute from Everett to Renton, I suggest a very hard in depth look at the in ability to move between counties in an easy, timely and less confusing manner. I would suggest someone(s) take a trip from Everett Station to Renton or Kent or even Sea-Tac during an early morning commute. I tried it for a week and it was the absolutely worst transit experience in my life. So bad I vowed to never ride again and never vote for any transit measures on the ballot. I have since realized we cannot change anything without the support or votes but I think you get the meaning.</p>	<p>Out of District</p>
<ol style="list-style-type: none"> 1. Dupont Sounder Station 2. Connect Light Rail to Sound 3. Synchronized Bus Service From and To Sounder Trains 	<p>Out of District</p>
<p>light rail Issaquah to stadiums via rail along I-90, light rail SeaTac to Everett, through all the malls and Boeing</p>	<p>Out of District</p>
<p>Maple Valley/Covington to Kent/Des Moines via Kent-Kangley and Maple Valley/Covington to Bellevue via Hwy 169/I-405</p>	<p>Out of District</p>
<p>More Routes/times for Sounder North. There are Less people who ride Sounder North because there are not more trains. We need more trains going both North and South!!! Not just during commuting times also.</p>	<p>Out of District</p>
<p>Maple Valley direct rapid route to Downtown Seattle.</p>	<p>Out of District</p>
<p>direct service from Everett and Stanwood to downtown, and sea-tac, and Bellevue. This service I would use</p>	<p>Out of District</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

<p>Expanded roads and highways!!!! Your continued war on commuters by deliberately blowing all transportation budget on everything else but roads and highways, which is what are used and will always be used by 90% of tax PAYERS not tax USERS, is irresponsible and inexcusable, however justified YOU may think it is in your close minded global warmer socialist agenda. You are killing the goose that lays ALL the golden eggs. I am giving you the benefit of the doubt and assuming that is NOT your sinister intention and you are acting out of ignorance. Missing from the list in #8 below is "Reduced individual freedom of travel choices" and "Greater government control of everyone's lives" but then, nobody would pick those, except you. And then there's the one "20000 cars per hour that could move everyone in half the time if the money was spent correctly" and at the same time cut emissions by 50%. Give people these choices too and you might learn something new instead being stuck in your Big Brother 1984 mind set.</p>	<p>Out of District</p>
<p>Establish a complete commuter rail line between Tacoma and Downtown Seattle.</p>	<p>Out of District</p>
<p>metro 8 subway</p>	<p>Out of District</p>
<p>- HOV ramps that connect I-405 with the SODO Busway near S Spokane Street. - ST Express buses serving Monroe and Snohomish</p>	<p>Out of District</p>
<p>Improvements to bus and train options Issaquah to Seattle via I90 route Bellevue to Renton light rail via 405</p>	<p>Out of District</p>
<p>Maximizing system-wide BRT and ST Express additional hours where demand is highest.</p>	<p>Out of District</p>
<p>Sound transit expansion to DuPont or Olympia</p>	<p>Out of District</p>
<p>Exploration of high-speed passenger rail up the 1-5 corridor from Portland to Vancouver B.C. . Also, there wasn't any room for other comments. Nobody in my family currently uses transit but that isn't because we don't support it. It's because there are no reasonable transit options for us to use in our area. If things were improved I would gladly (enthusiastically) not drive. I moved here from Chicago and was shocked at the lack of options in a region that I had formerly considered to be green, intelligent, and progressive. It's high time we catch up with our urban peers.</p>	<p>Out of District</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

<p>Auburn/Renton & Puyallup Light Rail Extension</p> <p>Lakewood Light Rail Extension</p> <p>Expand Sound Transit's boundaries to include some of the following areas in Skagit/Snohomish/Kitsap/Thurston County's: Mt Vernon, Marysville/Arlington, Monroe, Bremerton/Silverdale, South Joint Base Lewis-McChord, and last but not least Lacy/Olympia/Tumwater. (to be a truly regional network, need to include as much of the I-5 corridor as feasibly possible).</p> <p>For the above mentioned areas; expand Light Rail Service to Marysville, Monroe, Bremerton/Silverdale (localized line like Tacoma Link), South JBLM, Lacy/Olympia/Tumwater.</p> <p>For the above mentioned areas; expand Sounder Train Service to Mt Vernon, Marysville, Arlington, South JBLM, Olympia/Lacy.</p> <p>Expand Rapid Transit Bus Service to Marysville, Monroe, South JBLM.</p>	<p>Out of District</p>
<p>Snohomish county areas north of Everett (Marysville, Lake Stevens, Smokey Point, Arlington)</p>	<p>Out of District</p>
<p>The most important project not listed here is a light rail line similar to Metro's route 8. A light rail line from Lower Queen Anne through South Lake Union, connecting with the Capital Hill Light Rail station, then continuing through the Central District to Mt. Baker would be very useful and improve accessibility and connectivity within Seattle. Also, a line from downtown Kirkland to Eastgate P&R Light Rail via downtown Bellevue should be studied. In addition, extending the light rail north to Ash Way P&R, with a station at Alderwood Mall, should be studied.</p>	<p>Out of District</p>
<p>Minor Project: Bus route connecting Edmonds Ferry Terminal to University District. Current public transit options between these two points are lousy.</p>	<p>Out of district</p>
<p>Lakewood to DuPont-link light rail</p>	<p>Out of District</p>
<p>Issaquah to Seattle</p>	<p>Out of District</p>
<p>Renton and South suburb light rail extension.</p>	<p>Out of District</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

<p>A train system from the peninsula to seatac or to Tacoma or from Tacoma to seatac... Or a survey that's less detailed. Half the stuff is super confusing to Joe smoe. You can tell someone deep into the project made the survey cause it's very difficult for someone not associated w the project to understand it...</p>	<p>Out of District</p>
<p>Create a platform at Broad and Alaskan Way, across from Pier 69! Many riders that need to be closer to Seattle Center cannot, and do not take the Train or bus because there are no safe walking routes to the waterfront from King Street station. Especially with Expedia coming. There is already an old platform there from trolley car. This would be a very low budget fix, with huge rewards!</p>	<p>Out of District</p>
<p>More bus service especially magic carpet downtown. You are wasting billions on service very few people can use when all we need or want is more frequent bus service.</p>	<p>Out of district</p>
<p>Ballard to North Seattle/suburbs light rail; bypass options for light rail that avoid the Rainier Valley corridor in connecting Downtown Seattle to points south of the airport; SLU to Central District subway.</p>	<p>Out of District</p>
<p>Light Rail to SE via Kent, Covington & Maple Valley</p>	<p>Out of District</p>
<p>Expansion of Sounder service to DuPont Expansion of ST Express service to/from Olympia and DuPont (including 594 expansion to selectively include DuPont TC after 6.30pm on weekdays and Saturdays) Intercity transit express bus to/from Olympia and Tacoma service to DuPont TC after ST 592 no longer runs to DuPont Central Link Lightrail into Wedgwood/Sandpoint (up to NOAA) and Northgate TC Expansion of Metro express buses to run after 9am and after 6pm (i.e. RT 74 and 76)</p>	<p>Out of District</p>
<p>line to the airport via Georgetown, Metro route 8 Subway</p>	<p>Out of District</p>
<p>Extending Sounder Train service south from Lakewood to at least Dupont to alleviate the well documented extreme traffic congestion in the JBLM I-5 corridor of Pierce County (technically from Bridgeport Way south to Center Drive in Dupont).</p>	<p>Out of District</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

<p>There should be a comprehensive plan to address public transit down the I-405 corridor. Many people commute somewhere along the corridor between Lynnwood (and a significant number from further north than that) and Renton/Tukwila. The current changes to the HOV lane are only going to make an already horrible commute even worse. I would love to use public transit, but currently to get from Snohomish/Mill Creek would require two bus transfers and would take nearly two hours. That is completely unreasonable. As a result, I drive. Sometimes I carpool with one other person, but there will be no reason to do that once the carpool lane requires a third person.</p>	<p>Out of District</p>
<p>Seattle to Burlington light rail</p>	<p>Out of District</p>
<p>There is nothing in South Seattle or the Central District listed on this survey! What about us? Our neighborhoods are growing rapidly and we need light rail that connects the central area with other areas. We are too far from the Mt. Baker station and downtown.</p>	<p>Out of District</p>
<p>- Go farther east , North Bend, Snoqualamie, Carnation, Duvall, Monroe. Out of the Snoqualamie Valley from North Bend down I-90 or Across Novelty with the water lines through redmond. For instance, coming from carnation to a park and ride in Redmond for my Vanpool, cut's the time I would spend behind the wheel by less than half along that route. (About 50 minutes to get to P&R, then about 35 minutes in Van.) I In fact for just about 10 minutes more of my driving I can go through Issaquah and drive the whole way myself. (I can just drive from Carnation all the way to my office in an hour.) I don't want to be doing all that driving/polluting but it's hard to resist. Increase the size of the downtown area by increasing the density of short ride transit near the bus tunnel. The biggest drag about taking the bus is that last 20 blocks. The regional service is stellar by comparison. Nobody I know that doesn't take the bus says because it's hard to get to 4th street, it's because of the wait after that.</p>	<p>Out of District</p>
<p>Links between Maple Valley, Covington, Kent, and Federal Way</p>	<p>Out of District</p>
<p>West Seattle tunnel to Alaska junction and to White Center. this is a critical need since there is only one effective way out of northern West Seattle and would provide with huge benefits. The elevated options that are provided are will not be effective due to grade restrictions or lack of ridership if the Delridge options are chosen.</p>	<p>Out of District</p>
<p>Mercer to Bellevue Via 520 Light Rail</p>	<p>Out of District</p>
<p>Tacoma to Sea-tac light rail.</p>	<p>Out of District</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

Mill creek light rail	Out of District
<p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p> <p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p>	Out of District
Link elevated to airport from downtown through georgetown; link to issaquah with south belleve transfer point, link north from ballard to crown hill, northgate, lake city, bothell.	Out of District
Service down to Thurston County. We NEED Sounder service to help us deal with the horrible traffic issues between Pierce and Thurston county. The existing transportation options are insufficient.	Out of District
More highway lane s, less tolls and a subway	Out of District
East Snohomish County - Monroe	Out of District
<p>1) The condition of our roadways - Seattle (specifically North Seattle) has potholes everywhere! One REQUIRES a 4WD car in order to drive around. 2) The timing (or rather un-timed) of our stop lights. Seattle used to have a progressive light system. Not anymore! Drive a block, the light turns red. Drive another block, and the light turns red. Drive another block AND THE LIGHT TURNS RED! You want to "keep Seattle moving"? You want to reduce congestion? You want to reduce our carbon footprint and emissions? Get the lights working so we can actually get around!</p>	Out of District

<p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. This is an extremely high demand corridor that has never been studied by Sound Transit before. It would add the dense, high demand, locations of South Lake Union, Denny Triangle, Capitol Hill, and the Central District to the system. This line is the missing link that would, with other investments (Madison BRT, First Hill Streetcar, SLU Streetcar), give the densest neighborhoods in Seattle an integrated transit network.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. In addition to adding Georgetown and South Park to our regional system, this line serves a very important function as a bypass of the slow section through the Rainier Valley. We estimate a time savings on this bypass line versus the Rainier line of 12-15 minutes per trip. This matters some for airport trips but is extremely meaningful for trips from South King and Pierce. Without this bypass light rail will be painfully slow for commuter trips to downtown Seattle.</p> <p>An Issaquah to Kirkland line that connects in South Bellevue to improve transfers and access to transit supportive destinations. The only studied Kirkland to Issaquah line slows transfers to Downtown Seattle and direct service to Downtown Bellevue. We wrote an article here on this subject last year.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell. This line was identified in the transit master plan and would connect areas that are currently dense and may be upzoned in the Seattle 2035 plan. The connection at Aurora would allow direct connections for buses traveling south to fast, reliable, transit.</p>	<p>Out of District</p>
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Sound Transit 3 - Draft Priority Projects
Responses to Open-Ended Online Survey Question: "Are any projects missing?"
Corridor not specified/outside of ST District

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<p>North Sounder station at Broad St Elliott Ave.</p>	<p>Out of District</p>
<p>Light rail line from Olympia to Tacoma transit center.</p>	<p>Out of District</p>
<p>Redmond - Bellevue Light Rail</p>	<p>Out of District</p>
<p>Bellevue - Seattle Light Rail</p>	
<p>Expansion further south to include Pierce and Thurston county commuters</p>	<p>Out of District</p>
<p>Eastside Rail Corridor (e.g. Sounder service along I-405 corridor between Renton and Woodinville/Snohomish), and BRT along SR 527 (Bothell-Everett Highway)</p>	<p>Out of District</p>

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- A metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor. - A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service. - A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.	Out of District
Light rail along Broadway up to Volunteer Park. Street Car.	Out of District
A study to connect the Seattle area light rail to Tacoma area rail/light rail more efficiently.	Out of District
522 and 527 connections to light rail	Out of District
Transit connecting north (Everett, Snohomish, Monroe) to Seattle and south lake Union. More direct routes that bypass the awful 522, 405, and I-5 traffic.	Out of District
Kirkland downtown to Seattle downtown/University District	Out of District
The two needs I would most like to see addressed are expanded transit options including light rail to get from the south sound areas (including Federal Way, Auburn and Covington) to Seattle and expanded parking at the SeaTac light rail station (although this need may be eliminated if there were more access points south of SeaTac).	Out of District
Burien park and ride to south center to Renton to Bellevue An express service from the airport to downtown Seattle	Out of District
1. Light rail that connects from SeaTac to Lynnwood. 2. Bus rapid ride (transit) in Kenmore -- 145th ST & NE Bothell Way. 3. Light rail in Kenmore at the northern part of Lake Washington. Options for transit at the north end of the lake are lacking. It seems like Seattle gets all the transit but as the outer communities that were once suburbs expand (at a rapid rate!) the need to better transit goes up. More roads = more cars = more traffic. Better transit options like light rail is the future and best option. Making it easy for people to leave their cars at home is the goal. Walking, biking, taking light rail, buses, etc.. Why not get some private investors and offer advertising of the use of their products on transit (Microsoft?).	Out of District
We should have a subway system with all of the underground space in Seattle	Out of district
A sounder connection out east towards Covington, black diamond, and maple valley are some of the fastest growing areas that need to see sounder service	Out of District
405 Corridor	Out of District
The drive from maple valley to seattle is ridiculous. 2 hrs with traffic through 3 different highways and bus takes long time too. Please look into this.	Out of District

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<p>It would be really nice if there could be a ferry run from Olympia to Seattle or Olympia to Tacoma. Perhaps called the "Market to Market" route? It could take passengers from Olympia's Farmers Market to the Pike Place Market in Seattle. Or if there could be a light rail connection down to Olympia from Tacoma. Both options would make it easier for people in Olympia and Lacey to commute to Seattle and Tacoma as so many of us do. It would also make it easier for people to go North for Sounders, Mariners, and Seahawks games, thus bringing more business to Seattle vendors. If you need or want more clarification my email address is: erika.tobin.616@gmail.com and my name is Erika. Thank you for everything you all are doing to make transportation better! I-5 is great, but with this many people, we definitely need something to supplement if not replace it for some people.</p>	<p>Out of District</p>
<p>Extend Sounder service to Dupont and eventually Olympia Expand Sounder service to Lakewood Station (and eventually Dupont and Olympia) to more times of the day. Create express Sounder route direct from Dupont/Tacoma to Seattle</p>	<p>Out of District</p>
<p>As originally promised, place light rail along the I5 and 405 corridors. Since that will never happen... For Snohomish County, Sound Transit has only taken over the profitable commuter routes from Community Transit and bought an expensive train that seems to serve people from the Kitsap Peninsula and Whidbey Island (both areas that do not pay into Sound Transit). So far Sound Transit has only added a tram that runs between downtown Seattle and Seatac Airport. A route that takes longer than the bus that it replaced. It is time to stop funding this and for Snohomish County to be reimbursed for the money that has no doubt been funneled to the Seattle projects. Sound Transit has proven time and time again as being inept and wasteful. It should be investigated. With the worst traffic my 20 minute commute becomes 50 minutes. Taking the bus takes me 2.5 hours. Why bother...</p>	<p>Out of District</p>
<p>Another option from Gig Harbor to Seattle that isn't a bus system. The Sounder train or light rail is appealing, but bus transit times do not coincide to use public transit system to avoid bridge toll.</p>	<p>Out of District</p>
<p>Everett to Seattle</p>	<p>Out of District</p>
<p>Extending rail service to Olympia to compensate (plan ahead) for 30% population growth by 2040</p>	<p>Out of District</p>

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<p>I don't really care what the tax district barriers/hurdles/excuses are for expanding into Thurston. If Sound Transit can figure out how to go from King to Pierce or from King to Snohomish, then it can figure out how to go from King to Thurston. I would like to see Sounder services expanded to Lacey and Olympia, and I think it needs to be on a five year horizon. If Washington wants to be and be perceived as a leader in transportation issues, it has an environment rich in opportunity. I'm tired of hearing about why mass transit can't be expanded. I'm interested in hearing how it's going to be expanded. There is no good reason I can think of to not have an elevated light rail system that runs up the I5 corridor from Vancouver to Vancouver. Thank you.</p>	<p>Out of District</p>
<p>Bellingham- Mt Vernon-Stanwood to Everett.</p>	<p>Out of District</p>
<p>More projects to apply to the Auburn area for better Seattle access and return</p>	<p>Out of District</p>
<p>Massive building is happening in Lynnwood and North in Marysville. The traffic coming North and heading South on 405 or I-5 is our choke points (along with Tacoma/Federal Way to Seattle Traffic). I don't get it, your focus is on moving inner-city and that's good, but there's NO focus on Bellingham to Olympia via both I-5 and I-405. Or why not follow Hwy 99 from Lynnwood to Seattle...</p> <p>This town needs a massive light rail system, that can move folks along I-5 & I-405, then let companies provide shuttles from transit stations to the workplace, kind of like Microsoft does with it's busses. Look a Portland, they move folks from the suburbs to downtown, its great! So sad this town has to try and please everyone, instead of doing what's good for the majority.</p>	<p>Out of District</p>
<p>Improvement of Sumner station</p>	<p>Out of District</p>
<p>Better public transit into gig harbor/purdy and up to port orchard.</p>	<p>Out of District</p>
<p>Seattle to lynnwood via light rail</p>	<p>Out of District</p>
<p>More projects to connect east king county with downtown. All the way to snoqualmie, the fastest growing city in the state and one of the fastest growing cities in the nation.</p>	<p>Out of District</p>
<p>More Sounder train options from Everett to Seattle. Reverse commute option.</p>	<p>Out of District</p>
<p>There do not seem to be alot of I-405 projects, this is one of the most congested highways on the eastside and there is no mention of rapid transit routes or other items for the I-405 corridor or the SR167 route.</p>	<p>Out of District</p>
<p>MORE NEAR LAKEWOOD, WA. I UNDERSTAND YOU CAN GO TO SEATTLE, BUT NOT RETURN TO LAKEWOOD OR TACOMA UNTIL THE WORK DAY ENDS. IT MIGHT BE FUN TO GO TO SEATTLE, BUT BE FORCED TO KILL 8 HOURS THERE, NOT GREAT.</p>	<p>Out of District</p>

Sound Transit 3 - Draft Priority Projects
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Projects from central WA to Seattle	Out of District
1) Light Rail north of Everett (ie Marysville, Stanwood, Arlington) from/to Everett Station.	Out of District
2) Include Skagit county to King county option.	
More light rail options from Lynnwood to Bellevue	Out of District
Sounder and light rail to come further north to Marysville or Arlington. If I drive from Marysville to the Everett station, I might as well go the rest of the way in my car. A bus trip to the station from here is also impractical. Additionally, I think north end Sounder usage would greatly increase if it could be more easily used by those of us north of Everett, and if there were more frequent runs during the day and on weekends. Many times we would have used it for trips to Seattle or Tacoma on the weekends but it's unavailable. And express busses are subject to the same traffic problems as cars, so they're useless. We spent more time on one of those by almost an hour than if we'd taken a nonfreeway route to Seattle.	Out of District
Better options from Everett to the north Eastside (Redmond, Totem Lake/Kirkland).	Out of District

Sound Transit 3 - Draft Priority Projects
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dismal speed certainly that need is far outweighed by a Regional High Speed Elevated Rail (R.H.S.E.R.) solution. People stuck on our Freeways would enjoy a system similar to the High Speed Elevated Rail system B.A.R.T in the San Francisco Bay area. The tube in London, Washington D.C. (long list)...

Please consider why I think this is our #1 project of importance and it's a tremendously huge technology hoax. The management team (mismanage) picked this slow mostly street level killer of bus, cars, pedestrians and bicyclists. If you get in a wreck with one of these railed monsters you lose. Ask people along MLK Way if there are ever close encounters. I have personally seen the results of two crashes involving light rail systems. One in Moscow, Russia and later in Portland, Oregon. When you witness carnage on that (Street) level and you would form a strong opinion too. In Moscow the Orange Electric Trolley cut a bus in half. The Russian (built like a tank) trolley car just had damage to the nose. The bus driver had cut in front of the trolley at an intersection of track and street. The poor Trolley driver though not at fault afterward was sitting on the track crying her eyes out. In Portland the second wreck tipped the light rail car over on its side when it was struck by a Semi after 10:00 P.M. A group of us watched two massive tow trucks put it top side up again. I do not know who was onboard at that late hour.

Advanced Cities around the World have High Speed Rail. That's it!

Now consider the convention rail system going from Seattle to Everett. The steep bank of sand along the tracks is dangerous and so close to our fragile Puget Sound. It needs rerouting. Landslides happen too often on that main line that also handles coal and oil.

We have lots of great bike trails on old rail lines. The rail lines were set there to serve all the public. With elevated electric what is the possibility of using these corridors in mutual harmony?

When is the last time you voted on who runs Sound Transit? What does the public know about the management team? After seeing the results do you question the process? The methods they use from request for bids, proposal criteria, vetting process /evaluation and

Out of District

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<p>Adding more stops to the proposed Ballard-UW rail line.</p> <p>A Metro route 8 Subway from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor.</p> <p>A bypass line to the airport via Georgetown to speed up service to downtown Seattle for South King and Pierce extensions and speed up airport service.</p> <p>A line that extends from Ballard to Crown Hill, Greenwood, North Seattle, Lake City and out to Bothell.</p>	<p>Out of District</p>
<p>optional ways to travel between seattle and Olympia</p>	<p>Out of District</p>
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I would like to see more than one option for light rail to the Issaquah area. It seems like an afterthought considering the multiple options for light rail to Ballard, West Seattle, Everett and Tacoma (note, those are important too). What are some possible options to reach Factoria, Eastgate / Bellevue College, Issaquah TC, etc. the East or Totem Lake, Bothell or Woodinville to the North? These areas are all poised for (re)development and continued growth in the coming decades. Let's make sure high capacity transit with sufficient park & ride structures is built for the tens of thousands of new residents and businesses in these communities.	Out of District
Rail to Dupont/Olympia	Out of District
Connecting Lynwood and Bellevue / Redmond via link rail. Congestion is at all time high and a more sustainable solution is necessary rather than hov tolling.	Out of District
SR 522 corridor projects	Out of District
Using northbound HOV lane for buses during southbound rush hour and vice versa. This would be like an expansion of the express lane concept	Out of District
Everett and Northward. Traffic is horrible and options are extremely limited	Out of District
Improving rapid transit within seattle.n for example making light rail faster, increasing bus service, adding elevated or subway lines all within the city. We should have a robust system that is not just oriented to workforce commuters.	Out of District
Extention to Olympia	Out of District
Projects on the east side connecting Kirkland, Bellevue to Down town Seattle - this will help relieve the traffic congestion on the 1-405.	Out of District
1) Partnering with the Ports of Seattle and Tacoma for combined freight/High Speed rail via I-90 corridor using the Old Milwaukie rail bed to Spokane to make use of the Port's need for reliable, prompt cargo ground transit capacity, reduced delivery times times and improved international competitiveness. Currently, there is not enough rail capacity to feed the ports and even Washington's farmers are suffering from the inability to deliver crops to the port. The ports drive a lot of the road traffic that will not be decreased by traditional bus/light rail improvements. The Port's customers are suffering from expensive trucking cost driven by slow traffic and winter Cascade Pass closures. Let metro/ST/Amtrak just be the Port's customer of the tracks they own/build/maintain. The ports have the bonding authority to build the infrastructure, use it! 2) Partnering with the Ports of Seattle and Tacoma for combined freight/High Speed rail via I-5 corridor using freeway right of way.	Out of District
Alternatives to 5 and 167 need considered	Out of District

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There should be an overall system from Everett to Tacoma through Seattle. Then move to a loop around and across lake Washington. From there you branch out to Redmond, Issaquah, maple valley, auburn, etc. Transit should be seen from the highways to show people they have an option sitting in traffic that is faster. We shouldn't waste money on tunnels to hide it.	Out of District
return the waterfront streetcar to service	Out of District
Monorail elevated iron track	Out of District
The low number of riders compared to the expense of building new lines, particularly to low density areas.	Out of District
South Sounder all day service 45 minutes Tacoma-Seattle (potential electrification/ dedicated passenger rail tracks)	Out of District
Trestle between Everett and Lake Stevens Eastside rail between Woodinville and Snohomish	Out of District
Improving pedestrian access time from all directions to train stations, and bus transfer times to train stations.	Out of District
lite rail on existing transit corridor between Everett station and University of Washington	Out of District
HWY 522 light rail or HCT should be included as a project and not a study. How does ST plan to get riders to the 145th station if the there are not east/west connections to the station and the garage only hold 500 cars? When the station is done in 2023 and a study is planned for AFTER the station is in place seems like poor planning.	Out of District
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor	Out of District
Merge transit agencies (King County Metro, Community Transit, Pierce Transit, Everett Transit, Sound Transit).	Out of District
light rail to the southeast. (renton, covington, maple valley) Why are those cities always left off the future discussions? Hundreds of daily commuters in cars could be taken off the road with closer access to light rail. Light rail is amazing for the Sounders/mariners/seahawks games. Need it to be closer to make it work for everyday commute. By expanding light rail as much as possible, more people will find it convenient for their daily commute. Easier to get to a station. Trains that run very often. Thus reducing single driver cars.	Out of District

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There has to be a third North South mass transit option. Think Hwy18, then north through Issaquah up to Duvall or Monroe, then back over to I5. This is an obvious need that is very expensive but very much needed. This could be a Sounder rail running down the middle of a new 4 lane Hwy. Heck, we have tunnel boring machine now!! Thanks for reading on :-)	Out of District
metro route 8 subway	Out of District
Parking need to be drastically increased.	Out of District
522 and 527 issues	Out of District
Do not have a list	Out of District
There needs to be an easier way to get to Bellevue from the South Sound Area (Auburn, Federal Way, Kent)	Out of District
Projects for the south east king county area. SR 169, 516, and 164 are horribly congested. Any projects that could take commuters off those roads would be helpful.	Out of District
Express bus Maple Valley / Covington to Auburn Train Station	Out of District
SE King County, namely Maple Valley	Out of District
North Snohomish County is not included in any plans.... people who live north of Lynnwood or Everett have no options for transit to Seattle	Out of District
Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station	Out of District
Construct Bus Rapid Transit on SR 522 and the future Shoreline light rail station	
Build structured parking garages along SR 522 corridor	
Designing road upgrades to accommodate the driverless car technology that is rapidly approaching.	Out of District
People living on Alki Ave SW have no option other than drive to a bus stop.	Out of District
Light Rail from north Snohomish County to Seatac. Fast, reliable, hassle free travel from Snohomish County to King County	Out of District

Sound Transit 3 - Draft Priority Projects
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<p>Providing better public transit or better yet widening into separate lanes for traffic going opposite directions or at the very least a permanent divider installed on Highway 2 from Everett/Snohomish to at least Gold Bar. This is an extremely dangerous highway with many fatal accidents. My family, and so many others that live in the Sky Valley are daily commuters along this route and every day we fear driving this road. It is ridiculous that such a busy highway with many accidents does not have at least a divider to prevent oncoming traffic from veering into the wrong lane, as this is usually what happens and people are killed in these all to regular accidents.</p> <p>I know its not likely you would put in a light rail from Everett going east on Highway 2 but that would be another excellent solution to getting traffic off of the high way which would make it safer. SR 522 also has issues with being extremely congested in the morning and afternoon, so a light rail or better buses would be an improvement for a lot of people heading to the Seattle area, although I do not consider this as much of a safety concern as Highway 2.</p>	Out of District
<p>More ideas for rapid ride type of transit for the the Ballard and West Seattle solutions should be offered, not just rail solutions.</p>	Out of District
<p>Lite rail Tacoma/Lakewood to Airport</p>	Out of District
<p>with the thoughts of anything that can go wrong when free falling toward the earth from 15,000 feet.</p> <p>Jordan 6 Low Infrared 23 http://www.itisdavinci.it/imgup/Jordan11Bred.asp</p>	Out of District
<p>Maple Valley Highway is horrendous. Mulitple studies dating back to the early '90's have proven it needs expansion, yet nothing has been done. It is absolutely the worst highway in Washington State. It's deadly, and highly congested at all hours of the day. It is essentially unusable.</p> <p>In addition, Highway 18 from I-90 to Issaquah/holbart is dangerous and congested. Expansion plans have been completed and approved, but there isn't any funding. This is a perfect candidate for the ballot.</p> <p>Both of these highways need desperate help.</p>	Out of District
<p>Federal Way - Bellevue</p>	Out of District
<p>Federal Way - Seattle</p>	Out of District
<p>connections to Seattle from areas north (Lynnwood, Edmonds, Everett)</p>	Out of District
<p>Expansion to olympia/thurston county area. Revenue would be greatly increased.</p>	Out of District

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 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
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sufficient parking and access to the stations - but maybe that's what you meant by one of the titles already (I had a hard time understanding the meaning of some of the titles)	Out of District
There is no mention of anything beyond Issaquah. Snoqualmie Ridge and North Bend have many many residents who have to drive to Issaquah Highlands for bus service. It's terrible. I carpool because driving to the Highlands is a huge waste of time. Not to mention that I catch the bus home at the international district tunnel station and often had to wait for 5 buses to go past before I could even get on a bus, thus making me late for daycare pick-up. AWFUL.	Out of District
- Open a station in Maple Valley or Covington - add express transit from Maple Valley to Bellevue and Renton - add more highways out of Maple Valley - add more direct access ramps from Maple Valley to Hwy 18	Out of District
Burien Transit Center to Downtown SEattle via 509 Light Rail	Out of District
East/Rural King. The bus from North Bend to Issaquah has gotten better, but not fast.	Out of District
Seattle to Everett	Out of District
Light rail service along 23rd avenue.	Out of District
Expand SR 522 to 2 GP lanes from Paradise Lake Road to Snohomish Bridge.	Out of District
Light rail to Olympia, at least extension of sounder to dupont	Out of District
Eastside projects	Out of District
Issaquah to Seattle North Bend to Seattle Issaquah to Sea Tac	
Lynnwood to Bellevue light rail. If possible, light rail across Lake Washington.	Out of District
Better connection along the i5 corridor	Out of District
In the Long-Range Plan shared self driving cars should be considered as a mass transit option since it accomplished many if not all of the same goals identified as reasons to expand regional mass transit in Puget sound in survey question 8. ST stations, Community Transit, and Metro parking facilities as starting points may be key to the success of shared transit options, especially for those who do not work in urban cores.	Out of District
Light rail from Olympia	Out of District

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Road Bike lanes and/or trail along HWY 203 and 202. Bike lanes and/or trail expansions from Duvall/Carnation/Fall City to Redmond. System-wide bike lane/trail improvements.	Out of District
everett to seattle light rail commuter train. NOT the sounder on shared rails and unreliable schedule	Out of District
Sounder train stop at the Steilacoom station. Please open back up and use the Steilacoom station.	Out of district
I'm new to the area and actually find this survey dense and difficult. I apologize if this issue isn't supposed to be included ... but what about a cheaper light rail alternative that connects, Oly to Tacoma to Seattle and beyond? I would love that type of light rail access (outside of the Amtrak Cascades train prices).	Out of District
Light rail extended to Olympia and including the military bases. Regional transportation hub in Olympia so that people living in Lewis and Cowlitz counties, where jobs are hard to come by, could commute to Olympia and Tacoma, even Seattle, by rail or express bus.	Out of District
Everett Station to Bellevue Transit Center - there are no rapid options to get from the Everett area to the Eastside. Bellevue Transit Center to SeaTac through Renton and SouthCenter - there are no rapid options to go south from Bellevue	Out of District
Light Rail from Redmond-Kirkland-Sandpoint-Children's Hospital-University Village-UW-Woodland Park Zoo-Stone Way - Fremont - Downtown Street Car along University Ave to replace 70s buses. Electric walkway at airport connecting to link	Out of District
More eastside projects. A simple Issaquah/I90 route would be nice.	Out of District
There needs to be a rapid transit option connecting maple valley/black diamond to issaquah via issaquah Hobart Road. Right now if you live in this area, there are no rapid transit options to get to the issaquah transit center or issaquah highland transit centers to connect to Bellevue or Seattle quickly. Traffic on issaquah Hobart road during commuter times is horrible because you have to drive to issaquah to get on a bus to go to Bellevue or Seattle quickly.	Out of District
Light rail or additional transit (bus, etc.) between Olympia and Tacoma to eventually connect more of the I-5 corridor to Seattle.	Out of District
Issaquah direct to Seattle	Out of District
Light rail between issaquah and Seattle. Direct bus service from Snoqualmie Ridge to Seattle.	Out of District

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

Extension of light rail to Olympia.	Out of District
Light rail to ease congestion around JBLM	Out of District
We need plans for connecting South Sound (Olympia/Dupont area) with light rail to the North, preferably up I-5.	Out of District
Olympia/JBLM to Tacoma	Out of District
A subway system to get in and around the Seattle area with light rail connections (many of them already established or in process of being created) to allow for a full transportation system independent of roads. Similar to Boston or DC where they have subways through the denser population centers and then above ground connections to go out of the city for commuters.	Out of District
Commuter rail Snohomish to Bellevue -- why give up the line????	Out of District
Expand bus service southeast Snohomish county.	
Projects that would increase light rail/ express transit from south of Tacoma. Ferries that go from south to north. Introduction of express buses that go directly from outlying cities to Sounder transit.	Out of District
Additional Sounder train times from Lakewood	Out of District
I-90 Seattle to North Bend	Out of District
Continuous light rail from Seatac International Airport to Everett	Out of District
Light rail downtown seattle to downtown Bellevue	Out of District
Light rail from Everett to Olympia, as a single project, with a severe reduction (50+%) in current and planned stops. A plan that intentionally reduces and removes infill concepts from all ST planning.	Out of District
Maple Valley/Covington connections to east side (Issaquah). Maple Valley recently voted one of the top worst commutes in WA. expansion of Issaquah Hobart road/169.	Out of District

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

<p>More options for Eastside residents to get to Seattle. The bus carpool lots are always full, as is the freeway, and the busses. Clearly there is a need for Eastsiders to access Seattle for recreation and work. Future freeway expansions should include the possibility of added light rail. As it is, Eastsiders still need to use a car to access Light Rail.</p> <p>Expanding HOV lanes thru Fife and Tacoma.</p> <p>Adding express light rail transit to major city centers (Olympia, Tacoma, Seattle, Bellevue)</p> <p>With more building in surrounding areas, ever-more congested freeways, and the shrinking number of (affordable) parking spaces, there needs to be a reliable, realistic, and friendly way for people to get into and out of Seattle.</p>	Out of District
Light Rail to the Ferries, Good to go pass access for Ferries	Out of District
Top priority parking improvements in Puyallup and Sumner.	Out of District
Direct access from Issaquah to Downtown Seattle to Ballard	Out of District
<p>North Ballard is woefully underserved by modern forms of public transit. Getting east west by bus is difficult. Getting downtown is even more difficult. Seattle public schools makes high schoolkids take metro but in NW seattle service is so bad that they provide a yellow bus to get kids to Ingraham. Surface options that take out lanes for car traffic will make things worse not better unless the system provides a meaningful alternative to the huge number of cars travelling down the 15th street corridor from the north end.</p>	Out of District
405 corridor light rail	Out of District
Light rail access to Olympia	Out of District
Kirkland needs to be involved in the	Out of District
<p>Currently all the projects within Seattle are along the King County RapidRide routes. Need these rail or express service to parts of Seattle that are currently only served by one or 2 busy bus routes (Phinney/Greenwood/Crown Hill/Bitter Lake and Laurel Hurst/Sandpoint for example). Why are we doubling up and only building rail where multiple bus routes and rapid ride already exist?</p>	Out of District
Not enough projects going to the north end! North of Everett!	Out of District

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

PLEASE BUILD LIGHT RAIL FOLLOWING THE I-405 CORRIDOR. CONNECT SEATAC, TUKWILA, RENTON, I-5/I-405 INTERCHANGE, BELLEVUE, TOTEM LAKE, LYNNWOOD. IT MAKES SENSE TO CONNECT THESE DESTINATIONS AND MOVE PEOPLE ALONG A DESIGNATED TRANSPORTATION CORRIDOR. WE NEED NEED NEED THIS HERE.	Out of District
Everett to Mount Vernon light rail.	Out of District
A complete light rail from north Everett to Seattle that runs at regular intervals so that a person could park their car, ride the light rail to work, and return seamlessly. If you live in north Everett, you could, in theory, work in Seattle. Looking at the project map, it appears you would have to still use both the bus and light rail.	Out of District
BRT on 145th street and on Bothell Way (SR522). Light rail on Bothell way eventually	Out of District
Some form of rail all the way from Seattle to Tacoma that runs in both directions all day long and into the evening seven days a week.	Out of District
Issaquah to North Bend	Out of District
Sound Transit needs to abandon tgeir regional bus service for light rail expansion. This means 100% elevated or tunnel. Not at grade. At grade is not light rail. Stop calling it that. It is a over priced streetcar. We do not need those. We do not want those. We already have a system to put electric busses in place and it costs 1/4 the price. Also stop building bike lanes. That is not rapid transit at all. Every dollar put in bike lanes when you cannot complete a project is money you chose to steal from us.	Out of District
More light rail tunnel projects Seattle to Issaquah and Tacoma to Seattle through Puget Sound tunnels or Lake Washington tunnels.	Out of District
Extension of service to Olympia.	Out of District
Olympia to Seattle, Tacoma to Seattle (I don't know if that's already considered or if any of these address Olympia but would like to be able to commute to Seattle from Olympia without driving. Thanks.	Out of District
Build a park & ride structure in Lake Forest Park and structured parking garages along the SR 522 corridor Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522	Out of District
Waterfront Street car in Seattle	Out of District
Transit from Enumclaw Maple Valley area to Seattle. At this time it is extremely difficult to use transit from those areas.	Out of District
light rail between lynnwood and ballard	Out of District

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

Further expansion down i-90 towards North Bend to encourage growth and decrease population density in areas close to employment. It will allow more people to work in Bellevue or Seattle to move a little further out.	Out of District
Include light rail on i-90 for easier access to Southern Seattle from East side.	
You continually ignore the south east part of King County. Transit is not an option as it takes 3 hours one way with multiple transfers to go from Maple Valley to Auburn Transit center. We need a direct transit option to a major transit center like Auburn that's takes not more than 30 minutes. We're paying for light rail that goes to Seattle? Every transportation system is set up to go North already. spread out the projects to serve everyone. Make a special tax for people who's work zip code is Seattle area. They can afford more taxes.	Out of District
Bonney lake services	Out of District
More Olympia express routes to downtown Seattle.	Out of District
Charge a toll similar to the congestion charge zone in London for cars driving in downtown Seattle. This would encourage commuters to find alternative means of travel, reduce congestion both in downtown and on the highways, and raise money to fund public transportation systems	Out of District
Light rail to MT vernon	Out of District
Faster public transportation between Olympia and SeaTac.	Out of District
Snoqualmie needs more rapid transit access	Out of District
Light rail from Olympia to Tacoma that continues to Seattle.	Out of District
Something going to Lake City.	Out of District
More access further south than Tacoma!	Out of District
So infers service from Bellingham to Seattle and light rail from Everett to Bellevue	Out of District
A more comprehensive Eastside network from Woodinville to Kent Station...	Out of District
Snohomish to Bellevue light rail	Out of District
Everett to Bellevue light rail	
Monroe to Bellevue light rail	
Bellevue to Olympia light rail	
Sound Transit accountability to the public	
South King County	Out of District
How to reduce the Seattle to Tacoma I-5 slow traffic all day long now.	Out of District

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

<p>Continuous HOV lanes north/south in the I-5 corridor from Arlington to Olympia. Additional general purpose lanes added to I-5 from Arlington to Olympia.</p> <p>In general, your priorities seem to look at too small of an impact area. Your projects should include Mt. Vernon to Chehalis. This region is growing and the sooner you recognize that you can't keep the people only in King and Snohomish counties, then the better you will start to plan the correct transit system.</p>	Out of District
Service further east of Issaquah	Out of District
studies east of Bellevue and Issaquah	Out of District
Improve our highways. We do not need light rail. It does not pay for itself and as a tax payer, I do not want to pay for something I do not use and very few people use.	Out of District
East King County - Duvall, Carnation, Fall City, Snoqualmie, North Bend	Out of District
Build new roads and fix the ones that already exist. Put the gas tax where it should go, ROADS and quit wasting our money on bicycle paths and all of these stupid studies!!! And buying busses and streetcars from foreign manufacturers. I-90 overpasses all need resurfacing between Issaquah and North Bend, they have been a mess since the ice storm two winters ago, all you people think about are studies and getting us out of our cars, that is just not convenient for everyone.	Out of District
167 Improvements	Out of District
Everett to SeaTac service, and expanded Sounder service from the North end. Or light rail or subway from the North end to Seattle and SeaTac	Out of District
Any form of transit from Fall City to Carnation, Duvall, Issaquah, Bellevue, Renton, Seattle, Redmond. Fall City has no working transit directly to any of the aforementioned cities.	Out of District
<p>Need to expand transit service to outline parts of counties not just hubs...places like Maple Valley, Lake Stevens, Lake Tapps, Enamclaw, Black Diamond Covington. Either set it up so they connect via mass transit to existing transits opinions or those options have adequate parking and aren't costing more than its costs to drive. Right now I live in Maple Valley and not enough options to use the transit I am asked to pay for. Not fair to me why should I foot the bill for something that is being taken away from my area so other can have it at a more affordable price...need to include user fees in your development/payment. my husband rides sounder 5 days a week but parking is a bear in Kent and worse in Auburn. It would be nice if the old Kent park n ride had a shuttle so people could easily access more parking and still take the train...I am sure other places have the same problem that could be easily solved if you took the time to check them out.</p>	Out of District

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

Light rail elimination project - Way, way, way too expensive to build/maintain light rail. No flexibility to re-route trains in case of issues. Too little available parking. Insecure parking lots. We already have buses. Use them! You're spending way too much money on too few commuters. Improve the roads and forget about light rail.	Out of District
North Corridor in Spokane Washington from Freeway to North Wandermere, Colville???	Out of District
Last Estimate will take how many years to get funding for our Spokane Commuters and drivers?	
MORE LANES TO 405 FROM LYNNWOOD TO RENTON..LESS HOV	Out of District
ST express service from Fauntleroy ferry dock to SeaTac Airport and SouthCenter Mall	Out of district
You best take a long look at SR 169 all the way to Enunclaw, and how congested that corridor is already and will only continue to get worse. Take a look at back ups from 545am throughout the morning, nb on 405, etc. Not enough park and rides, not enough commuter options. The bus doesn't get it. You should look at traffic from Renton that shoot down to SR169, and then back up going up hill to Fairwood---has to be a better way. I understand it's not all day, just two peak times. I leave at 545am just to avoid morning jam. Leave work at 330p just to avoid back up from Jones Rd to 4 corners.....and they are still building out there!! Get ahead of this terrible road problem instead of being too late.	Out of District
Access from Kitsap peninsula to Tacoma, Seattle and Olympia.	Out of District
Improved mass transit between Olympia and Tacoma, improving transit corridor in the region of JBLM to relieve traffic	Out of District
East from Issaquah to Seattle Light rail	Out of District
no	Out of District
We need better freeways and not light rail.	Out of District
1) New BRT or High Capacity Transit along 164 ST SW (i.e. Ashway P&R to Canyon Park P&R) 2) New HOV direct access to Ash Way Park and Ride 3) further study of parking demand needs at each of the P&R. Ashway, Canyon Park, Mountlake etc. regularly fill up by 6 AM, 7 AM and 8 AM (respectively) - thus the buses passengers leaving from each of those stations are artificially low because no parking is available for transit customers. 4) establish 5-8 minute "circulator" transit service between P&R so transit customers do not have to drive/park at the transit stations.	Out of District
I-5 capacity expansion for automobiles.	Out of District
East side of Washington - we pay more than our share of the tax burden.	Out of District

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

What would help me most is fast transportation between downtown Seattle and Everett. The Northend light rail proposal is only between Lynnwood and Everett. I used to take the bus to work, but it isn't as convenient with my schedule as driving is. But I would go back to mass transit if there were better alternatives.	Out of District
Raise the speed limits on highways and freeways - cars would be on the road less time Widen bottlenecks on highways and freeways. Do construction work on freeways and highways at night when less traffic. Highway Patrol should write no tickets on freeways - have them pull off at next exit. This always causes slowdowns. Restrict large vehicles to non commuter times on freeways.	Out of District
Expanded efficient bus service. Going to places that people need to commute to.	Out of District
SE King County including Maple Valley and Enumclaw.	Out of District
More and better road system; which is where the majority of people move. Far less light rail (too expensive), more buses.	Out of District
Do NOTHING.	Out of District

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

<p>Eastside Light Rail Mainline (ELRM) .</p> <p>Starting in Monroe the ELRM should travel south along SR 522. The line should then enter the Eastside Rail Corridor (ERC) near Echo Lake Rd. The ELRC should then follow the ERC to Woodinville. South of Woodinville the line should either; A. Continue following the ERC through Kirkland to Bellevue OR; B. Follow Willows Road to downtown Redmond before hooking into SR 520 and tying in with the East Link Extension in Overlake. Either route, A or B are good, though Route A through Kirkland offers more station possibilities. Ideally splitting the ELRM to cover both routes would be the best option and help alleviate future capacity issues. Both routes however tie into the soon to be constructed East Link Extension.</p> <p>From Bellevue, the Eastside Light Rail Mainline should split off and continue following the (ERC) along I-405. A small connector should be built in Factoria at the junction of I-90 and I-405 where the East Link Extension heads north. This allows eastbound trains to leave the East Link Extension and head south on the ELRM or allows northbound trains on the ELRM to head west towards Seattle on the East Link Extension.</p> <p>South of this connector, the ELRM would continue to follow the ERC into Renton. North of Renton, the ELRM could follow a number of routes into downtown Renton. Some include; following I-405, going along either Park or Logan Ave. All three options would convene along Grady Way and follow the road west to Southcenter Blvd. There at the intersection of I-5, I-405 & SR 518 the line would tie into the existing light rail mainline with 3-way intersection.</p> <p>The Eastside Light Rail Mainline give you another option when commuting up and down Puget Sound, and would provide added capacity to the Seattle mainline. The Eastside Rail Corridor is too vital of a corridor to let go to waste. And adding Light Rail to the corridor does</p>	<p>Out of District</p>
<p>Everett to downtown other than just a 510 or 512 bus during the day. Light rail or more sounder trains or another bus line is needed</p>	<p>Out of District</p>
<p>Why expansion</p>	<p>Out of District</p>
<p>There isn't anything in your plans to improve congestion for people residing south of I 90 and east of highway167. There are only 2 lane roads from 196th on the Maple Valley highway to 4 corners from Covington to 4 corners that is one of the fastest growth areas in the County. I hope people living in this area will not be called upon to help fund your long list of projects that are of no direct benefit to them.</p>	<p>Out of District</p>

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

fixing the roads we HAVE instead of spending money on projects that are loosing money. Not spending more of my tax dollars.	Out of District
Expansion of the number of traffic lanes on I-5 from Olympia to Everett	Out of District
Give it up	Out of District
Access for riders Lewis, Thurston and So Pierce Counties.	Out of District
Don't waste my money!	Out of District
Sounder service further south to Olympia! In general giving south sound residents another option for getting through Seattle other than driving.	Out of District
We should have a full subway/light rail system in the Puget sound area that connects Bremerton, Tacoma, Seattle, Everett, and Bellingham. Basically, the BARTT system in CA.	Out of District
more highways to drive on	Out of District
Issaquah to downtown Seattle light rail	Out of District
North/South freeway in Spokane. Its taken over 20 years for a simple road! Quit spending money on NEW projects and finish this.	Out of District
more capacity for all vehicles	Out of District
Get people out of Seattle, move jobs out. Get rid of Bicycle lanes Cars are more important.	Out of District
Finish Light Rail to the extent originally promised with the money you already have. If that's not possible then start firing the highest paid staff until you free up enough money to finish it.	Out of District
A REAL transit system. You folks have always missed the boat. Should have studied places like Paris or Sydney	Out of District
Tacoma to seatac, Lakewood, Tacoma to JBLM,	Out of District
commuter bus direct feeder service to Sounder station	Out of District
Until we have decent bus service in rural King Cty, you're not getting my vote for anything else.	Out of District
Phase out of Sound Transit to privatized services. Stopping all light rail expansion.	Out of District
Improved transit from SE King County to Seattle and the Eastside. For example, I live in Maple Valley and work at the UW, which currently takes 4 hours per day roundtrip on King County Metro. Metro is planning to discontinue or reduce the 143 and 167, which would make this trip even worse. Currently, the traffic along the Maple Valley highway and I-405 are so bad that connections are extremely unreliable. With constant new housing development in Maple Valley and Black Diamond, traffic congestion is getting worse every year. Transit help is desperately needed there.	Out of District
Snoqualmie/Issaquah to Seatte rail	Out of District

Sound Transit 3 - Draft Priority Projects
 Responses to Open-Ended Online Survey Question: "Are any projects missing?"
 Corridor not specified/outside of ST District

Transit for I90 corridor to North Bend	Out of District
Rail options from Issaquah. P&R in Snoqualmie. Bus service from Snoqualmie improvements.	Out of District
I90 Light Rail connecting Issaquah to Seattle	Out of District
The study ignores the 522 corridor. commuters from Monroe, South Snohomish County, Woodinville, Bothell, Kenmore and Lake Forest Park all use this route to access Seattle area jobs. Capacity is near maximum. Currently these car dependent communities have not option but to drive because transit is not reasonably available. Growth projections for these communities is very high, taxes paid are substantial and residents here get virtually nothing from the current plans. I plan to vote no on this proposal even though I am a strong supporter of transit and light rail.	Out of District
Rail service from Renton to Woodinville along the East Lake Washington rail corridor.	Out of District
JBLM Olympia needs sounder access. Also, Graham Spanaway area is being bombarded with homes, but builders aren't considering the traffic options #logjam	Out of District
Need to have light rail or commuter rail on the Eastside especially between Renton and Bellevue. None of the planned projects does anything to help my Eastside commute on I-405.	Out of District
Transit center in Maple Valley.	Out of District
Please extent the sounder bus down to Olympia. I would very much appreciate being able to go from Olympia to Seattle in a much faster, and simpler manner.	Out of District
Regional projects closer to I-90 corridor	Out of District
I5 corridor from Seattle to Marysville. Everett to Bellevue	Out of District
My suggested project that you apparently cannot fathom based on this survey's questions would be the discontinuation of all sound transit projects.	Out of District
Dupont station stop for Sounder trains	Out of District
Snohomish county to the eastside along 522 to 405	Out of District