

Sound Transit 3

Narrative draft system plan comments received by subarea

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Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
03/24/2016	ST3 Web Form	98201

Comment

This was passed because Everett was supposed to be added much sooner than this. This is pure bait and switch. The drive from Ballard to downtown is maybe 10-20 minutes with tons of buses making that trip every 10-15 minutes (I work in interbay). Everett is at least an hour and getting worse every day. This is utter garbage

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
03/24/2016

Comment Source
ST3 Web Form

Zip Code
98203

Comment

I think you are going to need to cut the cost of your plan in half. Although more than half of your survey respondents have a household income of over 100,000 dollars, most families do not and cannot afford such a high increase of taxes. Tunnels are cool, but just poach space from I-5... because no matter how many lanes there are, they will fill up anyway. Charge more for for use of the service and less in taxes. Notice, I didn't say no taxes. Forget parking lots and buses and just get the rail built.... Lastly, perhaps include in the plan a small portion of the taxes to be designated for the ' maintenance and educational programs' of existing (budget strapped) City, County, and State PARKS.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
03/24/2016

Comment Source
ST3 Web Form

Zip Code
98203

Comment

I will never VOTE for a plan that does not include the northern part of the sound especially Everett. How dare they decide to tax us for a project we will NEVER have the advantage of in our lifetime!!!!!!

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
03/25/2016	ST3 Web Form	98201

Comment

It would be great to have light rail service to Everett completed sooner than what is currently proposed. I like that many Sound Transit projects are completed on or before scheduled and under budget. Can some of those resources be used to speed up the planning and construction of light rail to the North end?

Thank you,

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
03/25/2016	ST3 Web Form	98201

Comment

There should be great concern for the oversight that appears to be lacking with Sound Transit. How did a up to \$15 Billion dollar approval by the Legislature balloon to \$50 Billion for the total cost of ST3? Additionally, how can North End Puget Sound/Snohomish County residents & commuters trust the information/commitment by Sound Transit when the original plans voted on 20+ years ago included Everett, but now won't reach until 2041? More work needs to be done to honor Sound Transit's commitment in the past when they have already taken the money voted on for prior projects that never materialized. You would lose your job for such improprieties in any other work environment.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

03/25/2016

Comment Source

ST3 Web Form

Zip Code

98201

Comment

The length of time this is taking to put in a transit system is absolutely ridiculous. 40 years? Please. I was born in Shoreline (north of Seattle) and had to move to north Everett for affordable rent. And I will move away long before this project is done, due to commute hassle, cost of living, difficulty to get anywhere, and in general, the poor quality of life these issues cause.

If this area was not going to do anything about housing and transportation for workers, then why were so many businesses planted here and expanded? It has created a nightmare. If the state, King county, Snohomish county, etc. wants jobs and businesses to locate here and expand, it also needs housing and transportation for the workers. To smash more and more business into an area with no thought to the social and demographic and infrastructural needs of a vastly grown population, is asinine.

This area is frankly, stupid and inhumane when it comes to operating a society. No clue how a functional city, region, or society operates.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
03/25/2016

Comment Source
ST3 Web Form

Zip Code
98208

Comment

The Sound Transit time frame for running a line into Everett is completely unacceptable. In reality there should already be a transit line running to Everett. Such a delay of an additional 25 years serves no economic benefit to the city or region. The citizens of Everett have already footed Sound Transits light rail bill for the last 20 years and have received nothing for it. As a homeowner in the city of Everett I am encouraging the City of Everett Mayor Ray Stephenson to oppose any further funding requests for light rail to Everett and to seek alternative transportation solutions.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
03/25/2016	ST3 Web Form	98208

Comment

i actually figured this out years ago. My 20 year old daughter will be retired before you get to Everett. So you've been soaking us with taxes for a system that has no relevance to our traveling, and you'll be doing it to my child. 2 generations being screwed by a government agency.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
03/26/2016

Comment Source
Email

Zip Code

Comment

You have charged taxes on everything to support your mission of improving King County's bottom line. You make us in Snohomish County pay for it. With a 2041 estimate, it probably means it will happen in 2061. I'm voting no and will contact my representatives. I hope they can withdraw their support.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

03/26/2016

Comment Source

ST3 Web Form

Zip Code

98258

Comment

In 1996 I was a 30 year married Mom of two. At the time, I was living in Marysville and commuting to Mukilteo, which was a horrible 10 hour weekly commute for my full time job. After 12 years of wasting my time and life stuck in the I5 commute, I took a job in Arlington. I simply could not take the drive anymore.

What truly makes me angry is Sound Transit has been taking our money for 20 years and the residents of Snohomish County have seen virtually nothing done to improve our commutes! A few transit "stations" and bus lines have done nothing to help people commute to where the jobs are at Boeing Everett and surrounding area. So reading this article about putting off light rail until 2041 into Everett has not improved my opinion about STB one bit. Their priorities do not match the need of people who live and work in this county. Start fixing this mess people! Light rail needs to happen at Boeing and north to Marysville.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
03/26/2016	ST3 Web Form	98258

Comment

The Seattle to Paine Field/Everett should come before more neighborhood Seattle routes. Seattle needs to pay for their own lines and let regional transit address regional links. I will not vote for anything providing more benefit to Seattle at the expense of every other part of the region. We are already paying for a tunnel, floating bridge redesigned to please Seattle, and tolls everywhere for projects in Seattle.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
03/26/2016	ST3 Web Form	98012

Comment

While I commend the expansion of light rail into everett, issaquah, redmond, and tacoma, 2041 is far too long to wait for it.

This expansion should have a 10 year expansion timeline. We need these lines in service now. We cannot afford to spend more time stuck in traffic. Buses are not the answer either, they must sit in traffic like the cars. Light rail to everett and tacoma should be fast-tracked and completed as quickly as possible.

Furthermore, full use of the quasi-abandoned east side rail corridor as a light rail line should be prioritized. It is a corridor that goes right through the heart of all of the east-side cities. Buses on 405 will not be able to handle the commuter traffic. I know ST already has an easement along the length of the corridor for light rail. Use it! Go from renton to woodinville with a transfer in bellvue/redmond. From woodinville, it would be nice if it headed up 405 to alderwood mall with an option to transfer to the I5 spine.

Bottom line, we cannot afford to take 45 years to build a light rail system. ST3 should be a 10 year plan.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
03/26/2016	ST3 Web Form	98046

Comment

overall i like the plan except for the following that has to be upgraded. Boeing/Everett Line has to come on way before it is being scheduled. The largest employer in Shohomish County and sound transit board deems this the least important line in the future. i'm sure they can bump that up schedule wise big time or this may not pass. The other thing that is not good is the funding mechanism. no Property taxes. i am taking on a grass movement with my Boeing Friends that i work with and telling them to Vote "NO" if property taxes are part of the funding. usage (auto tabs, slight bump in sales and gate fees) all are good sources of that. the other could be a bump in tax for rental cars. Why not have those people help support our new light rail with fees on that. from my standpoint and trust me it will be many everett Boeing Workers if this is to pass the link has to be at Boeing/Everett much sooner that 2041 and No property taxes.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
03/26/2016

Comment Source
ST3 Web Form

Zip Code
98201

Comment

20-25 years to build light rail to Everett is unacceptable. Get that time frame faster or this measure will fail.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
03/26/2016

Comment Source
ST3 Web Form

Zip Code
98201

Comment

Light rail to Everett is already overdue given the expectations we were told back in the 90s. And routing a detour to Boeing without a guarantee from them that they will still be building airplanes here in the next 20 to 30 years instead of moving to Carolina where they are still purchasing land would be foolishly assumptive. Boeing needs to have a seat at your table before you all potentially end up looking like idiots.
Effort equals results!

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
03/26/2016

Comment Source
ST3 Web Form

Zip Code
98203

Comment

I'm appalled that your current timeline for bringing light rail to Everett is 25 years away. I voted yes on this as an 18 year old, and I will retire never having been able to take light rail from Everett to Seattle. Snohomish County is the only county that has paid into this system, and received zero service. Do the right thing. Come to Everett before you give even more service to Seattle neighborhoods, that ashtray have multiple commuting options. Do the right thing ST. Do the right and fair thing

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
03/27/2016	ST3 Web Form	98012

Comment

If you want support from Snohomish County voters, you have to do better than a 25 year timeline. This is completely unacceptable for those of us who are stuck in the Everett to Seattle traffic on a daily basis. I'm currently a bus rider and it is frustrating when I can be on a bus for an hour and a half to go less than 20 miles. If the proposed plan doesn't change by November, I along with the rest of Snohomish County will be voting no on ST3.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
03/27/2016

Comment Source
ST3 Web Form

Zip Code
98203

Comment

I say forget the rail. Buy and schedule a fleet of buses and start transporting people now. When King County and Pierce County have their rail system in place, then we can look into funding the extension to our county. Thank you for listening.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
03/28/2016

Comment Source
Email

Zip Code

Comment

Good afternoon,

I work for a water treatment company that frequently submits bids to contractors for your expansion projects. I have been tasked with creating gantt chartfor upcoming projects. I am curious if someone has a relatively simple Gantt chart that includes prospective start dates for scheduled projects. I have been able to pull some dates off of your website, but anything would help.

Thank you,

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
03/29/2016

Comment Source
Email

Zip Code

Comment

I commute to Seattle from Everett every day, along with many other people. Every bus or train I take is packed. The commuting options for Everett are slim. We can't even conveniently access the S Everett Prk and Ride (can't take HOV lane entrance so carpoolers are penalized). My commute takes almost 2 hours to get to work in Fremont because I have to go all the way downtown on 510 bus. Why no alternatives for people who work north of the city. Additionally, many Fremont-downtown buses were cut from the routes. I'm being forced to drive!

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

03/29/2016

Comment Source

Email

Zip Code

Comment

I have a couple of questions regarding your rail and BRT proposals

1. Please provide the maximum seated and standing capacity in riders per direction per hour for a full BRT system running on a separated road, and Light Rail system, (assume that bus stations are off of the roadway similar to the Mountlake Terrace station. Please provide the vehicle frequency for each mode.
2. The Express bus I take from the South Everett Park and Ride to Downtown Seattle makes no stops. Please compare travel times for my Express Bus using a true BRT system running down I-5 with speeds maintained at a minimum of 50 mph, to the proposed light rail system. How many stops will I need to make with the Light Rail System.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
03/30/2016

Comment Source
Email

Zip Code

Comment

It is time for Snohomish Co to receive light rail service. We have been paying taxes with nothing to show for it. How about a little fairness?!

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
03/30/2016

Comment Source
Email

Zip Code

Comment

Sound Transit,

Promises, promises, promises. Sound Transit can not be trusted with taxpayers dollars. The North Sounder Commuter Train promised prior to its inception 3500 riders per day. The truth be known the number is closer to 1200. That total has never been met even after spending millions if not billions on improvements. Presently every year taxpayers spend \$20 million in subsidies just to keep the train operational. Sound Transit has promised to make the route safe. Yet, there have been well over 1000 landslides along the north route. Even today the North Sounder Commuter Train route has been shut down because of a slide. It is inevitable that one day a slide will push a train off the rail and into the Puget Sound. It is one of the most dangerous train corridors in the United States. All you politicians pushing the Sounder Train will be held accountable when an oil, coal, or passenger train is derailed. I hope you go to jail for a long, long time.

Light Rail is coming with stops at the Everett Depot and Paine Field. Light rail leaves the station somewhere between 4-9 minutes. The Sounder Train twice daily. The Sounder has stops at Everett Depot and Mukilteo. Basically both run the same corridor. When Lite Rail arrives how much more money is going to be spent on subsidizing the North Sounder Route? I have already talked to Mari Warti and she has stated the North Route will continue to run when Lite Rail arrives in the Everett area.

I suggest you shut the elitist toy down immediately and save millions, if not billions of dollars in subsidies. Save millions in employee wages, millions in maintenance, millions in fuel cost, millions in lease cost to BNSF, millions in pension and employee benefits. Spend this money on bringing Lite Rail early to Everett. Bring it to Everett in the 2025-35 time frame which was promised back in the late 1990's.

I am tired of your PROMISES of spending taxpayers money in their best interest. If the citizens knew how much of their taxpayer dollars a being wasted each year on the Northern Sounder Commuter Route they would gather in mass and push the train off its own rails.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

03/30/2016

Comment Source

Email

Zip Code

Comment

To whom it concerns:

The proposed route through north Everett will have the elevated train run along Evergreen Way which is behind my house, separated by 1 other lot. However, I reside at the top of a hill. I am worried about noise. I saw no notes in the detailed .pdf about sound mitigation on this route.

Please let me know how you plan to protect my property and its value from the additional noise impact of light rail. Despite the location of my property, it is actually peaceful most of the day, (in and outside). My property is located near the 6600 block of Evergreen Way in Everett. I am happy to discuss this issue in detail with the appropriate persons.

I don't want to end up like these people... <http://www.seattletimes.com/seattle-news/tukwila-residents-rally-against-light-rail-noise/>. Or more of these people <http://www.seattletimes.com/seattle-news/sound-transit-calls-light-rail-noise-a-public-health-problem/>.

P.S. I am getting started early, because I fear this will be an uphill battle. I hope I am wrong.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
03/31/2016	Email	98026

Comment

Hello!

I live with the Sound Transit taxing district, and wanted to pass on additional support for a widely held sentiment amongst folks living and voting for Sound Transit.

ST3, while it makes crucial improvements to the light rail system, is way too slow in creating those improvements. Rail needs to be expanded greatly in the coming years, and, personally, 22 years to get to Ballard is too long. Many of the destinations are too far out in years to attract a good deal of voter support, in my lay opinion.

Please consider a shorter timeframe for the final plan that goes to voters in November. ST3 will be nearly unstoppable if we can get these projects done in a shorter timeframe.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

03/31/2016

Comment Source

Email

Zip Code

Comment

Hi,

I currently live in Mill Creek and am a huge advocate for rail projects in the region. I work downtown and am really looking forward to having Link in Lynnwood. ST3 provides some excitement but overall, as I know you are aware, a lot of disappointment due to the timeline. We need to do everything we can to accelerate the timeline of the projects. A couple other notes I'd like to make:

- I believe there needs to be more projects to connect the various Seattle neighborhoods.
- Why isn't there studies or plans to connect Link from Bellevue to Woodinville to Lynnwood and complete a circle around Lake Washington? (Or am I missing it?)
- Ballard to Seattle needs to be either tunneled or elevated and not at-grade with traffic. This seems obvious and I don't understand how an at-grade proposal even made it on the draft as we've seen the disaster that is the Rainier area.

What can be done to expedite the timelines on the projects? What plans are there to build other "First Hill Streetcar" type projects in the region? The "Spine" is great but we need ways for commuters to get to these hubs via bus or other streetcars.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/01/2016

Comment Source
Email

Zip Code

Comment

Hello Sound Transit 3,

My wife and myself being as Everett residents, we would like to attend the ST3 presentation at Everett Station on 4/25. We are deaf and would like to request for an ASL interpreting service to translate the presentation for us as well as to facilitate our communication with the presenters and audience. Are you able to proceed with the request? Let me know if you need any help with the interpreting service request process. I've helped some companies and local government offices on this matter before.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/02/2016

Comment Source

Email

Zip Code

Comment

Do you really think it is right or even legal to continue to tax vehicle owners in Snohomish County for rail service that we won't see until 2041?

Isn't that taxation without representation?

We've paid long enough for nothing! Do what you promised when you first taxed us or get out of the transit business.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/03/2016

Comment Source

Email

Zip Code

Comment

Dear Sirs,

I attempted several times to open the link to complete the survey mentioned in the flyer we received in our mail. The link in two places on your website also did not open.

My opinion of this project is that it is extremely important that we proceed as quickly as possible to minimize the horrendous traffic problems in our region. I travel both the I-5 and I-405 corridors from Mountlake Terrace and it is a nightmare most of the time – even during off-hours.

Please keep us posted on what we can do to facilitate this.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/04/2016

Comment Source

Email

Zip Code

Comment

In order to comment I have to use email since I do not allow Facebook to market information they harvest from users.

After reading how long ST will take before providing Snohomish County light rail service I am now strongly opposed to my county's continued participation in ST.

How on earth would local Seattle area connections take priority over regional rail service? By the time ST starts building the Snohomish County vice it will cost ten times as much and be 50 years too late to meet our transportation needs.

Snohomish County should terminate its affiliation with ST and cut off all funding to it. Snohomish County via CT can collect new bonds and increase taxes to build our own light rail from Marysville to Mt Lake Terrace down the I-5 corridor on elevated rails connecting all the Park & Ride lots as well as provide a Boeing spur line service in less than ten years - yes in my lifetime!

ST has virtually suspended the chances for many years of further major commercial development around Paine Field / Boeing. New businesses will not be able to meet the vehicle reductions and transit use requirements set by the state.

ST can build onto the Mt Lake Terrace P&R for a Seattle connection. Or make an agreement to provide transit service all the way from Marysville to Seattle using CT light rail..

The Snohomish County light rail would use elevated tracks along I-5 and the Boeing Freeway just like other major cities utilize their freeways at a much lower cost the buying private land for the needed right of way. Land that will be VERY expensive many years from now. I-5 is ideal since most of the larger Park & Ride lots are along the freeway corridor.

Continued use of the BNSF rail line along the waterfront is too dangerous to use due to frequent mud slides which have already struck trains. Do we wait until a slide takes out a ST commuter train into the sound killing people? I don't think any riders in Ballard or the U-District are in any imminent danger of a killer mud slide!

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/04/2016

Comment Source

Email

Zip Code

Comment

Sound Transit board members,

Please take action to make this package into one that will work better for our region for the next century. Specifically:

*Grade-separate Ballard to downtown fully. This is the best segment in the plan and shouldn't be hampered by short-sighted at-grade running

*Phase it more quickly. This is important for success at the ballot box; many people won't assume they'll see a benefit and might be less willing to pay for it.

*Fund 130th street station. This is a vital link in a neighborhood that already rides transit in droves

*Include the full EIS work for Ballard-UW and West Seattle - Burien. Make these projects shovel-ready!

Thank you all for your hard work - please make this package better to make our region better.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/04/2016

Comment Source

Email

Zip Code

Comment

Please keep moving forward even though it means raising our taxes. This is called "Tough Love." Don't repeat the mistake we've made in the past by delaying improvements, shunning big price tags, then appointing a committee that will come to the same conclusions as in the past while the prices go up!
from, Grandma Sunny Strong, Edmonds, WA

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/05/2016	ST3 Web Form	98012

Comment

Putting light rail into Ballard and West Seattle before extending the line to Everett is simply a political move by King County government. Existing transit lines to these areas are sufficient now and could have added volume added simply when demand indicates. We need the extension to Everett now, not in 25 years. Having grown up in the West Woodland area back in the early 30's I can remember when we had interurban service from eighth and Stewart along Phinney Ridge to 85th St and continuing on to Everett. I've been paying the RTA tax for many years here in Mill Creek but I won't last 25 years to see it's fruition.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/05/2016	Email	98021

Comment

From this site.

"Over the past 14 years, Sound Transit has developed a strong track record delivering mass transit investments. The University Link light rail extension, with new stations on Seattle's Capitol Hill and near Husky Stadium, opened last week six months ahead of schedule and approximately \$200 million under budget."

This is so blatantly untrue. 1) Explain the reason to raise taxes for a third time, when most of the ridership benefit on trains from the previously-authorized taxes of 1996 and 2008 has not yet occurred. You call that a "strong track record delivering mass transit investments?" 2) The UW/cap hill link did NOT (according to what you sold to the voters in 1996) open 6 mos. ahead of sched. and \$200M under budget. It opened 10 yrs behind schedule and Billions over budget. Another "strong record delivering mass transit investment", right? Gotta hand it to your lavishly funded PR machine for convincing the gullible general public that your failures are successes.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/05/2016	Email	98036

Comment

Hello, I am a real estate agent with a client who has a property almost adjacent to some parcels that Sound Transit appears to own. I have a quick question:

The parcels are along M L King Jr Way S and S Angeline Street by the Columbia City Station, parcel numbers - 541410-0100, 0095, and 0090.

I imagine those were purchased to allow the road (MLK Jr) to be widened & the station to be built, but now it seems like they might be best used in a redevelopment project. They are zoned LR2.

If someone wants to purchase them: 1. Is that possible? 2. Who do we talk to there?

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/05/2016	Email	98012

Comment

Trains in Everett are a waste of time for those of us East of I5. Light rail plans both now and in the future do nothing to provide us "congestion free transport options". Virtually all the growth in the county is here East of I5. It was a good trick when Sound Transit was proposed, to say that someday Snohomish County would get light rail. Children in school now will be retired before light rail comes here. Like everything else, we in Snohomish County pay and pay and get nothing but higher taxes.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/05/2016

Comment Source

Email

Zip Code

Comment

It's easy . . . Everett, downtown, by 2026 or no more taxes will be collected for Sound Transit from Snohomish County.

Produce or get out of the business. It seems that every tax measure includes money for Sound Transit well . . . where are the tax payer benefits?

Sound Transit needs to reduce its overhead by reducing the number of OVER PAID administrators, managers and supervisors who clearly are unable to do their job. Everett in 2041, by that time trips to outer space will be common, but Sound Transit will only make it to Everett after loosely spending millions of tax payer dollars and with only a small return on our investment.

Shame on all of you over paid tax wasters

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/06/2016	Email	98036

Comment

Dear Sound Transit,

The Lynnwood I-5 corridor is becoming impossible to drive.

Please consider expediting the construction schedule to accommodate that route.

Thank you,

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/06/2016

Comment Source
Email

Zip Code

Comment

Dear Sound Transit:

I am responding to your flyer sent to us in the mail regarding the Sound Transit 3 proposal.

In short, we will vote AGAINST any proposal that raises our sales tax to 10%.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/06/2016

Comment Source

Email

Zip Code

Comment

Hello Sound Transit,

My wife and I enjoy riding sound transit. We live in south Everett and get a ride to the 112th St park and ride and take the 510 express to Seattle and then light rail to the airport. It works very well for us. It took a while to learn about the ORCA card, but now that we've figured it out, we love it! We would ride the bus more but there is no parking available mid-day. No wonder the buses are empty then, people can't get to them. There is a lot of undeveloped land north of the 112th park and ride. Could that be used for parking?

It is obvious to everyone by now that you had no intention of ever providing Everett with light rail. That's consistent with the lie about the cost for Sound Transit when it was first put on the ballot. There must be some very long noses down there in your office. The measure doesn't have a prayer so now you'll probably punish us for not approving it. Please continue with the same rate and come thru on the promise you made for us.

Sincerely yours,

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/06/2016

Comment Source
Email

Zip Code
98036

Comment

Hello,

First of all, thank you for the work you do on the board of Sound Transit.

Please, make sure that Everett gets connected to Sound Transit as soon as possible. This needs to happen within a few years – not 25 years. I work for AAA and we study traffic. I also live in Snohomish county and often commute to Seattle. The traffic on our freeways is at the point of insanity. Sound Transit will get many cars off the freeways. Please, change the plan to connect Everett in your near-future planning.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/07/2016	Email	98291

Comment

Dear Community Leaders:

As a EASC investor and ACG Seattle member, I urge you to support Snohomish County's initiatives to help plan population growth and road congestion problems and include Everett /Paine Field in Washington's light rail plan now. I urge you, DO NOT delay the light rail transportation project anymore!

Recently, Sound Transit released a draft ST3 proposal which would not connect the Paine Field job center and Downtown Everett to the regional light rail system for another 25 years.

Since 1994, Sound Transit's plans have assured Snohomish County that Everett would remain a top priority for light rail. However, the recent ST3 proposal prioritizes spurs in Seattle and King County over projects to connect Paine Field and Downtown Everett to the regional light rail spine. This poses a serious threat to businesses and communities across Snohomish County and immediate action must be taken.

Simply put, Sound Transit's promises need to be kept. The spine connecting to Everett needs to be a priority and be among the first projects delivered. The manufacturing center at Paine Field is the largest in the state, employing over 50,000 people. With an expected 200,000 additional residents in Snohomish County in the next 20 years, this job center will grow and will need critical transportation improvements and infrastructure like this to support its growth.

2041 is not acceptable.

To see other ways this critical transportation issue will affect small businesses, please read this Herald article: <http://bit.ly/1SwNQqy>

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/07/2016

Comment Source

Email

Zip Code

Comment

I have to take Filbert Road and its continuations in Lynnwood to go anywhere from my home. I live in a new neighborhood built by Dr. Horton and I see a lot of new neighborhoods built at the same time (2013 on) and more new houses are being built right now that will use the same two lane Filbert Road. THERE IS NOT A SINGLE LAMPPOST on this road and at night one has to use the high beams in the car in order to see anything. I switch to regular lights when I see a car coming the opposite direction, but most drivers don't do the same (we all use the bright lights as this long road (and its continuations) is PITCH BLACK at night). I am blinded by the bright lights as there are more and more cars on this road and pray every time NO ONE is crossing the street at that same instant. I don't know if you are the correct place I should be addressing this issue to, and if not please pass it along to whoever is responsible for safety toad issues. Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/07/2016

Comment Source
Email

Zip Code

Comment

As a Everett business owner I want to make my voice heard. We need to get light rail to Everett, the county seat as quickly as possible. Everett will become the hub people from all the surrounding communities will come to catch the train. So to reduce the gridlock on the freeways, construction can not be delayed. The light rail will also be needed to serve the Boeing plant .

To have this region to continue to grow we need the light rail and need it quickly as possible.

Thank

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/07/2016

Comment Source

Email

Zip Code

Comment

I send this email on behalf of and at the urging of the economic alliance of Snohomish county.
As a boeing employee and resident of Snohomish county, I strongly urge prioritizing the everett region's need for light rail transportation. 2041 is not an acceptable timetable to get north residents on board the regional light rail program.
Respectfully,

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/07/2016

Comment Source

Email

Zip Code

Comment

Dear Sound Transit Board Member,

I am writing to express my dismay regarding the recent announcement that light rail won't be reaching Everett until 2041. I think this decision is short-sighted and unacceptable. We have Boeing here, the largest aircraft manufacturer and the second largest defense contractor in the United States. Boeing's presence here also produces a ripple effect in the manifestation of many other suppliers, subcontractors and related businesses in the surrounding area that work directly with Boeing or provide their own Aerospace & Defense products and services. There are 50,000 employees working in the Paine Field area alone and our roadways are clogged to the point of being impassable at times. The business owners of Snohomish County and the Paine Field/Everett area are pleading with you to reconsider this decision and deliver on the promises Sound Transit has made to us over the last 20 years.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/07/2016

Comment Source
Email

Zip Code

Comment

It does NOT make sense for Everett's connection to Light Rail to be postponed! Once it happens, traffic congestion in the entire north end will be alleviated and Snohomish & King County businesses will see the advantage along with Seattle.

Please don't make this costly mistake that is going to give Boeing and all future prospective businesses moving here a reason to NOT choose this region!

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/07/2016

Comment Source

Email

Zip Code

Comment

To: Sound Transit Board Members:

I am writing each of you regarding the light rail extension to Everett's Paine field and Downtown Everett. As a life-long resident and Businessman in Snohomish County, I am watching the Snohomish County vibrant community continue to grow and expand. Near my home around Mill Creek alone, there have been thousands of new homes built in just the last 5 years. That does not include the many more homes that are continuing to go up east of the City of Everett out toward Snohomish and Monroe.

I would ask that Sound Transit keep its commitment to Snohomish County to build out the light rail line to both Paine Field and to Downtown Everett. As Seattle's density continues to increase, and cost of living in the city escalates, many people are moving to Snohomish County from both Seattle and out of State where affordable housing is more prevalent. Additionally the drive time from Everett to Seattle/Seattle to Everett morning and afternoon rush hour continues to get longer and traffic more congested. Save for more lanes on I-5, the light rail to and from Everett is the only solution to this challenge and the challenge is not going away.

Boeing employees are often moved from Everett to Renton and vice versa, thus contributing to traffic and the challenge of keeping one of Washington's largest companies here and employees contributing to the tax base.

Paine Field has long been studied as the regions second potential passenger airport. With the continued growth of Snohomish county and the need to "build housing to the north and south of Seattle, it is only natural that passenger traffic is going to become a reality.in the near term. Already the unpredictability of getting to Sea-Tac timely from the north though down town Seattle freeway congestion provides even more impetus for the Paine field airport and extending the Light Rail to the north sooner rather than later.

It is with the above in mind in addition to the ST Board commitment to Snohomish County that I, along with many others believe light rail must stay a high and near term priority for the Light rail.

Thanks very much for your leadership toward the future.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/07/2016

Comment Source
Email

Zip Code

Comment

Would so appreciate your efforts in keeping Sound Transit going to Paine Field and into downtown Everett. We need this for the future and for now. Let's not wait till later to take care of the immense growth around here and it's impact on the area. I hear it was part of the original plan so would appreciate your help on this matter.

Thanks for your part in bringing this to fruition.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/07/2016	Email	98021

Comment

Dear Members of the ST Board,

I strongly support the expansion of light rail, bus and commuter rail within the Puget Sound region, and I am generally a strong supporter of the ST3 concept. However, I feel that some adjustment needs to be made to the ST3 Draft Proposal.

As a resident homeowner in Everett within Snohomish County for nearly 40 years, I have helped paid for Sound Transit for at least two decades. Like many of my neighbors I feel that completion of the central spine of the light rail system along the I-5 corridor connecting Tacoma and Everett to Seattle should be a priority of ST3. It is consistent with the original intention of the plan as described in the 1990's. It is not reasonable to keep the residents of those cities waiting an additional 17 to 25 years for that connection. Though I support expansion of the light rail system to Ballard and West Seattle, Redmond and Issaquah, I see those links as secondary build-outs that should occur after completion of the main line north and south. They also happen to lie within King County while Everett and Tacoma are cities outside King County. As I understand, Sound Transit is a region transit agency, intended to benefit the entire region equally and funded by residents of the entire region. To expand the light rail system further within King County, particularly within the city of Seattle before completing the central north-sound spine, is a denial of that original commitment. Why should I, as a resident of Snohomish County, support the ST3 proposal if it will provide full service only within King County, leaving my hometown and Snohomish County denied full access until 2041?

I applaud the decision to include the Paine Field Boeing technology corridor in any plan to bring light rail to Everett. The number of businesses in that area is larger every time that I drive through. Providing a reasonably quick, convenient and safe way to get to work (in the form of light rail) for Boeing employees and the employees of the surrounding businesses should do a great deal to relieve congestion pressure on the I-5 and 405 corridors ironically known today as "freeways."

On a more selfish note, by 2041, I will be 91 years old. If alive, I'll be too old to ride light rail to Seattle. More likely I'll be dead, having already supported Sound Transit with my taxes for a half century. It will little benefit me if my first ride from Everett to Seattle on light rail comes as cremated ashes within an urn.

Sincerely,
Tim Knopf

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/07/2016	Email	98203

Comment

Dear Dow Constantine,

Sound Transit's promises need to be kept. The spine connecting to Everett needs to be a priority and be among the first projects delivered. The manufacturing center at Paine Field is the largest in the state, employing over 50,000 people. With an expected 200,000 additional residents in Snohomish County in the next 20 years, this job center will grow and will need critical transportation improvements and infrastructure like this to support its growth.
2041 is not acceptable. Please, bring your influence to bear on this important matter.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/07/2016

Comment Source
Email

Zip Code

Comment

We can't afford to wait another 25 years to have light rail service up to Everett. Right now a lot of people live in Snohomish county and commute for work to Seattle. The freeways are almost not moving any more. People are continuing to move into Snohomish county because the cost of living and cost of housing is far less than Seattle. Unfortunately most of them still have to go to Seattle for work. An expected 200,000 new residents in Snohomish county over the next 20 years spells traffic disaster. The current public transit system of buses and rail is insufficient to meet current need let alone future needs. Seattle and the surrounding areas are in danger of becoming the land of Haves and have nots like San Francisco. Not enough is being done quickly enough to address our massive transportation problems or income inequality problems.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/08/2016

Comment Source

Email

Zip Code

Comment

Last time I checked I don't remember seeing giant manufacturing plants in Ballard or West Seattle. Good people live there, of course, but Snohomish County/Everett have been paying and waiting on the original promise of extending light rail NORTH. I know you need more money and pressure on the legislature to put an income tax on high incomes for INFRASTRUCTURE would be a step in the right direction, but for now please just keep your promises. I am a councilmember up in Stanwood, WA where we have a bedroom community full of employees working in manufacturing. At your current schedule I can be sure that I will be dead when it reaches North Everett, but I don't want my 4 year old grandson to be 29 before he can catch a train in North Everett.

Thank You,

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/08/2016

Comment Source

Email

Zip Code

Comment

Hello Sound Transit 3,

My wife and myself being as Everett residents, we would like to attend the ST3 presentation at Everett Station on 4/25. We are deaf and would like to request for an ASL interpreting service to translate the presentation for us as well as to facilitate our communication with the presenters and audience. Are you able to proceed with the request? Let me know if you need any help with the interpreting service request process. I've helped some companies and local government offices on this matter before.

--

[4/12/16]

Thank you for scheduling ASL interpreters (typically two) for the meeting. Do you have the confirmation notice from the interpreting service agency to share with me? I would like to know who will be translating.

Thanks again,

--

[4/19/16]

Hello Sarah,

That's great to know there will be two SignOn provided interpreters at the meeting. SignOn interpreting agency is one of qualified agencies in the Puget Sound whom I trust. Good choice! Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/08/2016	Email	98201

Comment

Hello,

As a long time business owner in Everett for 20 years, I have experience first hand how traffic congestion has effected my business growth and the ability to provide more jobs. Please consider changing the timeline for Sound Transit 3.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/08/2016

Comment Source

Email

Zip Code

Comment

Good morning,

I want to make sure you know how imperative it is for the growth of not only King County, but Snohomish County and all other counties in our area to bring Sound Transit Light Rail to Everett. The traffic is horrendous and going to continue to get worse with all the growth we have had, as well as growth in the future to the Puget Sound Region. Our businesses NEED this...WE need this! We need Sound Transit to keep it's word and bring Light Rail to Everett!

I have lived in Snohomish County, and worked in both King and Snohomish County my whole life, over 40 years. I want to continue to live and work here!

Thank you....again, please keep your word and bring Light Rail here to Everett.

Regards,

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/09/2016

Comment Source

Email

Zip Code

Comment

I have your brochure and visited the soundtransit3.org website. I certainly concur that Puget Sound traffic flow is a disaster that needs remediation. I've used subways in New York, DC, Rome, San Francisco, Chicago, places. I like them; they work. From you, I expect more details and plans and explanations. I live in Mukilteo and pay the RTA taxes, yet the RTA project never even hit Snohomish County, let alone Everett, as was promised in the 90's to Washington voters. We pay for the bonds but only have some buses to show for it. On top of that I see monstrous debt liability ahead of us for the Bertha drilling fiasco. Caltrans can build all kinds of huge projects on budget in California, and in comparison makes Washdot look like a well intentioned class of 3rd graders. Explain to all of us (not just me) why voters should approve Soundtransit3 in consideration this seems to be a repeat of the late 90's promise to once again bring light rail north to Everett? Is your board capable of implementing this project?

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/10/2016	Email	98020

Comment

After reading the Draft Plan, I must confess I feel betrayed. The line to Everett via Paine Field is essential to the rapidly growing Snohomish County industrial base. It is also the only feasible way to decrease the ugly mess that is now I-5. Busses will not do it, they just exacerbate the congestion. I have supported Sound Transit and Light Rail since the beginning but I find that despite assurances that the "STEM" would be completed before other branches were considered, I find that the Northern Portion has become an after thought. One has to question if it will ever be completed.

I fully appreciate the political influence the mayors of Seattle and the Eastside Cities have, but without STEM completion to Everett via Paine Field, Sound Transit has little value to me or to my neighbors. People are buying homes in Snohomish County anticipating the completion of light rail to Everett. Businesses are counting on it, and political leaders have pushed for support to Sound Transit based on STEM completion. The proposed plan puts all that in question.

If STEM completion is not a priority, I will not only vote no on the ballot, I will actively encourage my friends and neighbors to do so. If we cannot rely on the promises we were given originally, how can we possibly believe that some "new" requirement will not supersede the promises contained in this plan.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/10/2016

Comment Source
Email

Zip Code

Comment

Please plan service in and out of Everett much sooner than present plan dictates. A separate construction with eventual connection to Seattle is a good possibility.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/11/2016

Comment Source
Email

Zip Code
98208

Comment

Please keep the promise to connect light rail to Pain Field and Everett. We are growing fast just like Seattle and deserve what was promised to us. Our businesses and community members are relying on you!

Thanks,

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/11/2016

Comment Source

Email

Zip Code

Comment

Hello Executive Constantine:

As Sound Transit's Board Chair, I implore you to keep Sound Transit's promise to Everett that we will remain a "top priority" and not push back connecting Paine Field's advance manufacturing corridor and Downtown Everett.

As you know, Snohomish County is the fastest growing County?in terms of population growth?in the State. The Paine Field manufacturing center employs 50,000, and our County population growth is projected to increase by 200,000 over the next 20 years.

When you compare the growth potential and existing infrastructure between the proposed King County projects and Paine Field/Everett, our regional priorities should be clear. Pushing our connection to the light rail spine back to 2041 is simply not acceptable.

Thank you in advance for your consideration.

Best,

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98012

Comment

Dear Sound Transit,
Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board not to spend a dime on rail but buy more busines and build more lots for commuters to park their vehicles.
Don't bankrupt our children.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98275

Comment

Dear Sound Transit,

As a regular cyclist, and someone concerned about how we maintain the live-ability of Seattle, I would like to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98296

Comment

On the project schedule there is no chance my wife or I will vote for the plan
We were promised and have paid taxes for light rail to Lynwood and ashway park and ride by NOW
not getting light rail to Everett till 2041 is a NO vote
latest acceptable date 2025
unless priorities and scheduling change we will work against the ST3 ballot

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/13/2016	Mail	98201

Comment

1. I believe in the need for light rail (I us it to go to the airport)
2. However, I thin kit should go directly to Everett first, with spurs added later (buses can be used till then).
3. It makes no sense to me that everyone traveling from Everett (and further north and east) would have to go by Pain Field before traveling South toward Seattle.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/14/2016	Email	98036

Comment

A Boeing Access Road light rail and commuter station makes so much sense. It will support traffic reduction by providing a transit solution that gets the people where they are going already - the Museum of Flight and employers in the area. Not to mention Georgetown for all the happenings there!

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/14/2016	Email	98020

Comment

Dear Sound Transit,

I had been a bicycle + Sounder commuter for 3 years (Sound Transit train between Edmonds & Seattle), and it was a wonderful way to commute to my job in Georgetown from Edmonds. It was the BEST way to commute for me!

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/15/2016	Email	98201

Comment

Good Afternoon Executive McCarthy,
Recently, Sound Transit released a draft ST3 proposal which would not connect the Paine Field job center and Downtown Everett to the regional light rail system for another 25 years. Since 1994, Sound Transit's plans have assured Snohomish County that Everett would remain a top priority for light rail. However, the recent ST3 proposal prioritizes spurs in Seattle and King County over projects to connect Paine Field and Downtown Everett to the regional light rail spine. This poses a serious threat to businesses and communities across Snohomish County. Sound Transit's promises need to be kept. The spine connecting to Everett needs to be a priority and be among the first projects delivered. The manufacturing center at Paine Field is the largest in the state, employing over 50,000 people. With an expected 200,000 additional residents in Snohomish County in the next 20 years, this job center will grow and will need critical transportation improvements and infrastructure like this to support its growth. 2041 is simply not acceptable- this crucial link to Snohomish County must be completed in a more timely fashion
I would appreciate your consideration and support for this issue.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/17/2016	Mail	98201

Comment

wish to express my views on the STE Draft Plan.

- The time line for the Lynnwood to Everett light rail connection is too long.

As a resident of Everett for the last 10 years I have waited patiently for the light rail system to be built and expanded. Waiting another 25 years is unacceptable. For the last five years I have been commuting to work in downtown Seattle on a regular basis. I have used both Seattle Sounder commuter trains and buses to commute between Everett and Seattle. The train service is very limited and is not particularly reliable during the wetter months. Bus service is extremely crowded and is slow. Given the bus routes, the stops, and the route into down town Seattle, taking the bus requires a significant amount of time. I look forward to regular light rail service to downtown Seattle. I will not support a proposal that takes so long to deliver the promise of light rail.

- The Lynnwood to Everett light rail connection should follow the 1-5 corridor.

While I have great respect for the community leaders in Snohomish County, I disagree with their preferred route through the SW Everett Industrial Center. My concerns include the increased cost and build out time, and the added commute time between Everett and Seattle. I agree the SW Everett Industrial Center must be included in future public transportation plans, but believe the region will be better served by a light rail line following the I-S corridor with either a spur line or express bus system branching out to the industrial area.

- ST3 should include increased infrastructure for bicycles.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future. This can be done by increasing nonmotorized access allowances in individual projects and making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area. Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/18/2016	Email	98201

Comment

Good Afternoon Executive Constantine,
Recently, Sound Transit released a draft ST3 proposal which would not connect the Paine Field job center and Downtown Everett to the regional light rail system for another 25 years. Since 1994, Sound Transit's plans have assured Snohomish County that Everett would remain a top priority for light rail. However, the recent ST3 proposal prioritizes spurs in Seattle and King County over projects to connect Paine Field and Downtown Everett to the regional light rail spine. This poses a serious threat to businesses and communities across Snohomish County. Sound Transit's promises need to be kept. The spine connecting to Everett needs to be a priority and be among the first projects delivered. The manufacturing center at Paine Field is the largest in the state, employing over 50,000 people. With an expected 200,000 additional residents in Snohomish County in the next 20 years, this job center will grow and will need critical transportation improvements and infrastructure like this to support its growth. 2041 is simply not acceptable- this crucial link to Snohomish County must be completed in a more timely fashion
I would appreciate your consideration and support for this issue.
Respectfully,

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/18/2016

Comment Source

Email

Zip Code

Comment

This plan needs to be changed by immediately upon approval by vote in November commencing planning and construction from Everett to Lynnwood of the link to join the the section coming North to Lynnwood. This link should go via Paine Field. The Everett link should receive top priority and should ideally be completed by 2021 but absolutely no later than 2023. This has become the only schedule for this northern link that I could support. Otherwise bus service similar to the current Swift bus service with the ability to change traffic signals similar to emergency vehicles and having more dedicated lanes is a more realistic option.

Everett resident

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98292

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank your for your work on the board. I agree with you that mass transit is so very important for not only for the Puget Sound Region, but world wide. I haven't read all the information on ST3, so won't comment specifically on that package now.

I believe mass transit rail systems are moving forward at least 30 years too late, which has only complicated their completion. The sooner they can be completed to serve the highest number of riders the better. Using a non-polluting energy source, of course, would be optimal. With temps in the uppers 80s today on April 19, well, it goes without saying that climate change is a big global challenge. Easy and reliable Sound Transit will help to reduce the emissions that have helped caused the frightening situation, plus help people get around more easily and reduce congestion.

I commend you for everything you have done to move mass transit forward in the Puget Sound region.

Thank you.

Susan Ullis

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98012

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Below you will find the letter the Sierra Club would like me to send to you. While I agree with much of what is written below, their focus is not on the area in which I live with is the Bothell/Mill Creek area. This area has some of the worst commuter traffic imaginable and should also be prioritized.

An issue I agree completely with is that your plan is going to take far too much time. You need to ramp up the schedule considerably. We as a community seem to have no problem raising funds for a stadium when we'd just repaired the old one, but when it comes to public transportation it will take 20+ years? That is crazy. By the time you have the system even half way done you'll need to rethink the whole project because needs and technology will have changed. If New York can put in a subway system under one of the oldest cities in the U.S. in 1904 with not nearly the technology available to them that we have today, we should be able to do this better and quicker.

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan:

ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly. Investigate using county and city bond financing capacity to accelerate design and construction.

Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.

Free parking at rail stations is not sustainable, and the amount of parking proposed to be built takes too much money away from transit system expansion. Sound Transit must charge for the parking it provides at the stations, and use the revenue to fund improvements for local bus, biking, and walking near the station area.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5.

Thank you for making the ST3 plan more sustainable for the region.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98026

Comment

Dear Sound Transit Board,
Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan: ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly. Investigate using county and city bond financing capacity to accelerate design and construction.

Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5. Thank you for making the ST3 plan more sustainable for the region.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98043

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

Especially any adjustments to put more bicycles on busses (for example the four bike front rack available on some Metro busses) come in very handy when there are more cyclists in the summer months.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.

- Increasing non-motorized access allowances in individual projects.

- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98087

Comment

Dear Sound Transit Board,
Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan: ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly. Investigate using county and city bond financing capacity to accelerate design and construction.

Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.

Free parking at rail stations is not sustainable, and the amount of parking proposed to be built takes too much money away from transit system expansion. Sound Transit must charge for the parking it provides at the stations, and use the revenue to fund improvements for local bus, biking, and walking near the station area.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5.

Thank you for making the ST3 plan more sustainable for the region.

BUt you need to think FASTER. this transit system will be outdated before you open it. Work Faster.

Stop ignoring the rail line on the east side!!! a Sounder-heavy rail line already exists just needs stations, maintenance and a little bit of thought.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/19/2016

Comment Source

Email

Zip Code

Comment

Good day,

As a concerned business person in Everett, I implore you to reconsider the timeline for establishing light rail transit to Everett/Paine Field. Our growing community needs light rail access in the next several years, not decades. What can we do as a business community and as concerned residents to bring light rail transit to Everett sooner?

Thank you for your time and consideration.

All my best,

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.

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Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5. Thank you for making the ST3 plan more sustainable for the region.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/20/2016

Comment Source

Email

Zip Code

Comment

Unbelievable! IF you do not address the fact that all of Snohomish County is growing at an exponential rate, we will campaign to withdraw from Sound Transit - 2033!!!! The only people living in Ballard by then will be Chinese millionaires - serve the region as you were empowered to do - this is outrageous!

My husband currently is in a 3-person carpool to north Seattle from Arlington for work - there is a tremendous wage discrepancy between King and Snohomish Counties - are you really trying to keep us all poor because we will not pay inflated real estate prices in Seattle?

Snohomish County executives will be put on notice that you have abdicated your original mission and by continuing to support this absurd denial of service they are committing a grievous injustice.

[name]

Registered Voter, Arlington Resident since 2013

In Washington State chasing manufacturing jobs since 2011 - of which my husband has had 4 all along the western coast, from Olympia to Arlington - we know the wage gap well and why there will be no working people left for Seattle's light rail

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/20/2016

Comment Source
Email

Zip Code

Comment

The taxpayers of Snohomish County were sold out by the politicians who signed the County up for the Tri-County Light Rail Taxing 15-20 years ago. So it will now possible be another 18 years of contributing until we MAY see something? Isn't lovely how King County suckered Pierce and Snohomish into paying for their rail with only 3 representatives on the council from each county, while King has 10 representatives. This is nothing more than a slightly legal organized crime mob takeover of our counties tax dollars.

Comment Date
04/20/2016

Comment Source
Email

Zip Code

Comment

To anyone willing to actually look at how mass transit in this region has been very poorly planned and very slowly developed.....

This rant was posted to Facebook by me some time ago:

" For those of you who are lucky or unlucky enough to live in the Puget Sound basin..... A bit, no I take that back a lot a whole lot of loud and messy local political pressure is needed on this one, cause I as well as millions of others who live and work in this area are "mad as hell and not going to take it any more." The deal is that Washington State has pulled one of the biggest con jobs in recent memory. The voters in this state voted on numerous occasions to do something significant and meaningful to begin to ease the absurd traffic congestion up and down the I-5 corridor and all of us have been paying a premium for well over 20 years now, for a transit plan that was never intended to be built. We have paid billions to this state so that it could implement a special sweetheart deal with the powerful corporation who control and use Sea-Tac Airport and the the national contractors who are milking this gig for every last drop of profit. For the rest of us, what have we received.
?.....Promises and projections that are decades behind schedule, an ever decreasing number of bus routes, and a never ending highway construction projects that accomplish little but make the congestion far worse than it needs to be. I won't waste your time with the complete fiasco that the tunnel project has turned into, but it in itself has wasted precious time and hundreds of millions of taxpayer dollars due to the state's and the contractors incompetence. What set off this long overdue rant ? This recent piece in the HeraldNet that puts the completion date of light rail to Everett somewhere south of 2041, probably just about the same time we are building full time habitation on Mars. A very vocal and well structured petition is long overdue, because honestly I have to ask myself, why do the clowns who sold us this 'a whole lot in exchange for nothing' snow job still have their jobs and why are many of us paying for something we may never live to see. "

So now the most recent attempt to placate the millions of us that have been footing the bill for his absurd nonsense for over 20 years is to say it may be possible to complete service to Everett by 2033. Of course there is the additional cost to the average tax payer of \$200.00 per year (We all know it will be much higher than that). For my wife and myself that added bill of a bare minimum of \$6,800.00 is subtracted from our increasingly limited income, that doesn't even begin to address the increased congestion and headaches because of the fact that few if any steps are being taken to address the critical problem of far too

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

many cars crammed onto a limited amount of available freeway space. It is issues of just this very nature that are making it increasingly unlikely that many like ourselves can even continue to live in this region. As such I must say, if I do make it that long, am looking forward with great anticipation to taking my first ride on our new mass transit system somewhere between 2033 and ????. Possibly I will celebrate my 82nd birthday with a ride to Lynnwood and back, that is if I can afford it.

Very concerned and certainly not impressed,

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/21/2016	ST3 Web Form	98037

Comment

The light rail extension from Lynnwood TC to Mariner will be a huge benefit. From Mariner, the line should continue north along the Interurban Trail to Everett Mall. This should give some reasonably good redevelopment opportunities, as the intersection of the trail and Everett Mall Blvd is more than 1/4 mile away from the freeway, while avoiding the excessive curves of a 99/Evergreen alignment. Then it should continue to downtown Everett.

The SW Everett industrial area routing adds too much travel time and cost for very little ridership gain and should be eliminated from consideration. The best way to serve Boeing would be eventually building a spur line to Boeing, and in the meantime relying on CT's Swift 2.

Also I hope ST will leave the downtown Everett area station location open, so that maybe it can be Everett Station or maybe it could be a better location closer to the Comcast Arena or county buildings.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/23/2016

Comment Source

Email

Zip Code

Comment

I have been a resident of Everett for 18 years. Sound Transit was approved before I moved here, however, I have voted in favor of EVERY transit measure on my ballot since I have lived here. I cannot vote for ST3 as it exists. It is absolutely unacceptable for me to pay taxes for Sound Transit for 18 years and add another 25 years of taxes before light rail even reaches my city. Everett is larger than Ballard and West Seattle combined. Light rail to Everett was on the original ST measure. While never an official promise, it was implied. How many voters would have approved such a tax had they known at the time that it was close to 50 years out? I will be retired before light rail arrives in Everett, all the while paying taxes for service elsewhere. Unless light rail to Everett is moved to a higher priority, I will be voting NO in November, and encouraging my friends and family to do the same. PSRC predicts another 250,000 residents in Snohomish County before light rail is currently scheduled to serve Everett. Washington State has gone to great lengths to encourage Boeing to remain here. We have the state's largest manufacturing density. For Sound Transit to not recognize this and to prioritize neighborhoods in Seattle over Snohomish County's major economic center shows me that ST is not the "regional" transit authority we were promised. As far as BRT on 405 being "promised" in 8 years, I do not understand why it would take so long. Neither Community Transit nor King County Metro took that long to add BRT. A second line in Snohomish County was recently approved and is scheduled to start in 2 - 3 years. Why would it take ST 8 years to accomplish BRT on an overly congested freeway? ST priorities do not align with my priorities, so I will vote no unless the proposal is changed.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/23/2016

Comment Source

Email

Zip Code

Comment

Dear Sound Transit Board Members,

I appreciate the amount of work each of you have committed to putting forward for the future of Sound Transit. I am a City Councilperson of Arlington and I serve on the SCCIT Committee and the PSRC Transportation Policy Board and I understand the investment that our transportation system takes. Completing the spine in Everett will help with the commuters from Arlington and Marysville, they will have the option of using Sound Transit to get to work, this then contributes to less congestion, healthier lifestyles and more energy savings.

I must say that I am very disappointed to see that ST3 is not slated to arrive Everett until 2041, that is unacceptable. I would expect the promises made to Everett and Snohomish County in 1994,1996,2005 and 2015 that prioritized light rail to connect Everett – Seattle – Tacoma north/south would be kept. I see this spine being essential to one of the most important components of helping to reduce congestion on I-5, and I do not see the lines to Ballard or West Seattle helping to reduce the I-5 congestion.

A regional system needs to go where the growth goes and I have heard at PSRC that we are forecasted to have a population growth of 200,000 people in the next 20 years. It is time to pay attention to this need at the present time.

Respectfully,

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/23/2016	ST3 Web Form	98012

Comment

By the time this gets done, Boeing may have moved out of the area, and Microsoft may have either imploded or most, if not all, of it's work will be done online or spread out globally. We may be building capacity for thing that will no longer exist by the time the system gets built. Although I truly love rail service, having grown up in NYC, I believe that installing fixed rail service based on assumptions that Microsoft / Redmond will be the same in 25 years is a bad idea. IMHO better to have flexible and re-mappable rapid bus systems is a better solution for this area. Thanks for listening.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/24/2016	Email	98012

Comment

Hi,
Could you please change the name at the following address to [name] from [name].
The address is [address].
Thanks!
[name]

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/24/2016	Email	98026

Comment

Hello,

I am a homeowner in Edmonds/Mukilteo area. I spent 20+ years commuting to DT Seattle via Community transit from Mukilteo Speedway and or Lynnwood Transit Center. I now work for Boeing in Everett/ Bothell and my work requires my travel up and down the I5 and 405.

I am a proponent of an extensive mass transit infrastructure in Puget Sound.

I support the overall plan proposed. However, I believe we need it to start ASAP, and the overall 25 year implementation timeline to be cut in half.

I believe voters are frustrated, and if they are not going to see improvements implemented faster, they are going to be less likely to support the proposed improvements. Unfortunately, many citizens are short-sighted. If they won't "get payback" (immediate gratification) for their taxes/support then why support it?

In my opinion, a higher cost to implement it sooner, is worth the payoff.

I spent 20+ years in Retail Management where I had significant exposure to the purchasing habits of the Puget Sound consumers. (I was a Regional Manager for Macy's, and my territory ranged from Bellingham to Portland, Seattle to Redmond)

Puget Sound consumers are willing to pay a premium for perceived value and immediate gratification.

Think: Starbucks- one on every corner- why? Because customers don't want to wait. (Starbucks figured out this would result in lost sales...so they invested in more stores)

Translate that to mass transit: if it isn't easily accessible to consumers, and they have to wait then they will just skip it. (Why spend the money? They will figure out a solution of their own)

Think: Amazon. Why are they increasingly popular? Because consumers quickly find and have products delivered to their homes in days. Amazon has dialed into consumer habits so well they now offer Amazon Now with same day delivery. Why? Because consumers don't want to wait. If Amazon didn't offer a fast enough service consumers will simply drive to the dreaded mall to make the purchase... Or by a gift card instead.

Translate that to Mass Transit: if it isn't quick and easy (lots of options to take to get from one place to another) or available NOW...then they simply cant be bothered with it. Remember the work force in Seattle is transitioning to mellinnials who are more willing to pay a price for convenience.

Think of Puget Sound demographics: largest job growth is in forward thinking and or high tech jobs - which are the breeding ground for up and coming Mellinnials.

Just some food for thought....

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/24/2016

Comment Source

Email

Zip Code

Comment

Hello Sound Transit 3 Planners,

I just got done listening to Ed Bremmer's interview with one of the Snohomish County Board members and I think he's right. The fact that we just don't have reliable transit times between Snohomish County and Seattle is a detriment to the vitality of the region. When one thinks of the cost in time, gas, and carbon emissions wasted by citizens sitting in traffic, especially along the I-5 spine, even on weekends, one realizes why we need to spend the money to SOLVE THIS PROBLEM now and not by 2041. The timeline for Everett should be brought to the least feasible one of 2033.

Funding for the plan should be based according to core priorities and not sub-area equity. Seattle residents may be more numerous, but they are also adversely impacted by I-5 flows north and south of the city. Funding for transit-oriented-development opportunities should also be a priority.

This is where the Board needs to lead and do the right thing for the region rather than the most popular thing. Thank you for the opportunity to comment.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/24/2016

Comment Source
Email

Zip Code

Comment

Please take the Link much sooner from Seattle to Everett. I use the bus but still stuck in traffic. The Link is the only way to go. I live in Lake Stevens.
[name]. Supporter of public transit.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/25/2016	Email	98133

Comment

My name is [name]. I live in Shoreline at [address], and I work in Everett. I am a King County Resident who wants to speak very clearly in favor of prioritizing Snohomish County ST3 improvements in any way possible. I support the overarching goals of what ST3 is trying to accomplish; however, I have a very negative feeling towards the current proposed timeline for when certain projects are projected to be complete under the ST3 proposal. Specifically, I am very frustrated and upset over that fact that ST3 is proposing to complete light rail spurs in parts of Seattle before completing the main regional spine to the Everett Station.

Finish the spine before the spurs – The Lynnwood to Everett Station light rail component should be completed before building light rail spurs to Ballard and West Seattle. The link light rail extension to Everett Station connects downtown Everett to the rest of the link light rail grid. It connects the King County seat to the Snohomish County seat. It will connect the Snohomish County seat to the rest of the region via mass transit.

Finish the spine before the spurs - I understand that as a regional entity you are responsible for delivering projects for the entire geographic subarea, however, I don't understand why you think it is acceptable or logical to not only ADD capital investments to the BRT routes that ALREADY serve West Seattle and Ballard but also construct costly complicated light rail links to these Seattle neighborhoods BEFORE completing the regional spine of the light rail corridor in Everett.

Finish the spine before the spurs – In your FAQ in a response to the question of why does it take 25 years to deliver the light rail segment to downtown Everett, you state that a route along I-5 with a bus rapid transit loop serving Paine Field could be completed within 15 years. I think this response is attempting to mislead those who ask this reasonable question away from the fact that you are choosing to prioritize non-spine related light rail improvements before spine related- light rail improvements period. Can you please tell me what the estimated completion date for the light rail link to Everett Station would be if you began this construction project immediately have finishing the light rail link to 128th St and before beginning construction on the Ballard spur and the West Seattle spur?

Furthermore you state that the added time to get to Everett is because you were directed to build this link by traveling away from I-5 and towards Paine Field and Evergreen Way to reach Downtown Everett. Isn't this type of route the definition of transit-oriented development that you claim to support? Why is building a light rail link in such a way that it will actually benefit Transit Oriented Development to existing businesses a reason for delaying the construction of this project? Are you aware that in addition to the existing Industrial Center that the region is considering building an Airport in this vicinity? Did you express the same concerns for route, timeline, and costs when you routed light rail towards the Sea-Tac International Airport? Please finish the spine before the spurs.

I know as you complete your public outreach around the region you have been hearing the same thing. Each sub area wants their projects prioritized over other projects in other sub-areas and this area is no different – except for the fact that you are leaving the regional spine of the corridor incomplete while you begin to build spurs off of the spine in other locations and that is not logical. I support your draft plan's ideology but I don't support the order in which you propose to complete your projects. Please update your ST3 Plan to build the link rail to Downtown Everett BEFORE you build the link rail to Ballard and West Seattle. Finish the spine before the spurs.

Thank you for your time and your consideration. I would appreciate answers to the questions I asked above. I can be reached via mail at [name], [address].

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/25/2016

Comment Source
Email

Zip Code
98258

Comment

We need LRT via I-5 (opt 2) Avoid often tie ups of hiway).

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/25/2016

Comment Source

Email

Zip Code

Comment

As much as I appreciate the idea of having light rail, I question the ethics of paying to get Boeing employees to work. I doubt if Everett is going to foot the bill for a new trestle someday; instead commuters will be charged with hefty tolls. What happens when Boeing ships to another state and we're left holding the bill? Downtown Everett isn't going anywhere, but Boeing's relationship with Everett has historically been tenuous. As expensive as it is, the CITY OF EVERETT deserves a downtown stop, which would bring commerce to our community--this is the more long-sighted approach voters are looking for. I will be voting no on the initiative as it currently stands.

Sincerely,

[name]

Everett Resident

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/25/2016

Comment Source

Email

Zip Code

Comment

The link to Everett must be a priority- too long has the north end waited for the promises of ST1 and ST2 - the sounder train is a joke- either add more stations and consistent service to it or get ride of the sounder north and put the money into getting the Everett line built sooner to Everett.

Accessing the largest employment center in the county is important and providing a true link between land use (higher density) and light rail to serve the north will be important i.e. there must be at least one station at Everegeen and/SR-526 Everett higher residential desity node

Expand the ST3 service area to include Lake Stevens and Marysville- they will be riding the Everett service they should be within the taxing district which would bring in more income to speed up the Everett opening date

Comment Date

04/25/2016

Comment Source

Email

Zip Code

Comment

Hi,

If you don't see us tonight at the meeting, you know why? Because my poor partner, with his long commute, doesn't get home until 7:30 and I will be feeding him in the one-hour window before he has to go to bed at 8:30 so he can get up and catch his bus at 5:30 in the morning!

If you don't get a lot of people coming to the meeting tonight, DON'T consider it assent. Consider it people of Everett and Snohomish co. GIVING UP on being heard and having THEIR taxes used for anything useful and beneficial for their area and themselves in our lifetimes, and being stressed with time etc. on weeknights due to commute nightmare, that we don't have TIME for an evening meeting. We're not even HOME at that point. People are spending 14 hrs /day away from home just because of commute time to get from Everett to Seattle and back. Are you not even aware of this? Why didn't you schedule this for a Saturday?

Why are people of Everett and Snohomish co. being taxed to fund the south end's train commute projects when there won't be trains for us in Snohomish co. until our GRANDKIDS are entering the workforce?

I've been told that the Sounder train "can't" run any more runs due to sharing space with Amtrak and Burlington Northern freight trains. There are no Sounder runs north between 5-7 pm daily, and the earliest Sounder run south in the morning on a weekday doesn't arrive in time to allow for a full workday if you want to catch their last train north in the 5:00 hour, having to wait and get the 7:00 (which gets a person home to north Everett by 7:45 pm). Honestly are Amtrak and Burlington Northern that selfish that they have to run their traffic during prime commute times and won't rent track time to commute trains for a fair price during those measly 2 hours? I'm sure it would be more efficient to pay them what they want for track time, rather than build a whole other track system. Maybe add another parallel bypass track if people are really huffy about commute trains competing with freight. Freight doesn't care what time of day it runs. I love hearing the trains come and go in the night in north Everett. But human beings, with their suffering, endurance, patience, quality of life and limits of stress on their well-being, should take precedence, in the hours of 5-7 pm for north bound Sounder commute train runs from Seattle to Everett.

When I moved within walking distance of the north Everett train station I figured with that and the King street station downtown, it would be commute-able for partner should he move this way. Well, going in, but not coming home. The Sounder does not run north between 5 and 7 on weekday evenings.

Does Amtrak, Burlington Northern, etc. REALLY need THOSE EXACT 2 HOURS out of 24 to run freight and travel trains? Really? What price are they asking that is so high that Sound Transit isn't willing to pay it, to get track time during those crucial north commuting hours to get some Sounder runs north between 5-7 pm on weeknights?

In Japan people commute up to 100 miles each way per day because of their efficient trains. Puget Sound acts like it's a big frickin deal to get people home 30 miles away in less than an hour and a half. THIS IS NOT EFFICIENT, MODERN OR ACCEPTABLE. THESE ARE NOT FIRST WORLD CONDITIONS.

When your meeting is half empty tonight, consider it's because people are still ON THE ROAD TRYING TO GET HOME FROM WORK at the hour you set the meeting. What a joke. If your room is full or standing room, then that means people actually left work EARLY, and took time off, maybe even pissing off their boss and coworkers to do so, in order to TRY to get you to hear and do something that makes sense for our area. People shouldn't have to show up, speak up, vote multiple times, be taxed highly, and wait a

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

full 1-2 GENERATIONS, before they get a basic transit plan like EVERY major metropolitan area has had for over 100 yrs but we can't seem to get our heads out of our butt and it's some sort of mystery like we have to reinvent the wheel. Maybe we have too many tech-tards who know how to make apps and live in lala tech brain imagination land but the realities of moving thousands of people, demographics, transit, city planning, are too real-life for them to fathom?

Please import some people who know how to do these things, from other areas, so we can get this done before today's people starting their careers have to spend decades in these awful commutes and retire before the solution is implemented.

-[name]

north Everett

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/25/2016

Comment Source

Email

Zip Code

Comment

WHY the gap in Sounder service going north on weeknights at the most crucial hours of commute time, between 5:30 and 6:50?

Are the owners of the tracks (Amtrak, Burlington Northern, anyone else?) trying to push Sound Transit for more money to be able to run northbound commuter trains during that time between Seattle and Everett?

If so, by God give it to them! Enough of this spite game and power play! People are suffering with their health and quality of life due to the toll the difficulty of commuting from Snohomish co. to Seattle and King county takes on our time and lives. It can't be more to pay the track owners what they want for access time on the tracks in that small evening window, than to build a whole new system from Seattle to Everett over decades at giant expense, which won't even help Snohomish county residents reduce their commute time for 40 yrs, during which time our population in Sno county will grow faster than any other area, with a predicted 1/4 of a million people MOVING IN (as if it wasn't bad already, let's add another quarter million people to the commute, housing crunch, etc in Sno co.). Our grandkids might benefit from the train? Nice but we'll be in early graves from commute stress, cancer from breathing tailpipe exhaust 3 hrs day for decades on end, etc.

Currently, the Sounder train goes north in the evening on weekdays from King Street to Everett from 4:05 pm to 5:35 pm and one more run at 6:50. That intervening hour and a half of no runs between 5:35 and 6:50 is a spite blackout by the track owners to push for more money from Sound transit for track access. They know we want it and are trying to push for \$. Let's not have a pissing match, give them what they want, for the good of the people. You're already talking about raising our taxes by hundreds per year for a train line in 40 years. Even if the tax was doubled to pay what the line owners want, if it would give us access for more runs on the existing lines tomorrow, it would be worth it.

<http://www.soundtransit.org/schedules/sounder-train/sounder-everett-seattle/weekday/inbound>

We need probably 4 more Sounder train runs north during the 5:30-6:50 time window. A 5:45, a 6:00, a 6:15, and a 6:30.

As the tracks exist now, there are stops in Edmonds and Everett. Branch lines could be made to connect with those stops to go east into the neighborhoods of north King and south Snohomish co.

The tracks are already there for the main north-south run and it would make a huge difference just to have this option during the core evening commute time even if it takes feeder trolleys, busses, park n rides, or vanpools to drop off and pick up at station, etc., people are willing to do it if it improves their quality of life.

-[name]

north Everett resident past 5 yrs

grew up in Shoreline and Lake Forest Park

lived as an adult in Kenmore, Mt Lk Terrace, north Seattle, and Everett

lifetime resident of King and Snohomish counties

multigenerational here since before the Civil War and would like to stay in the region of my heritage and roots but may have to make the choice to leave due to quality of life issues of housing, traffic, etc

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/25/2016	Email	98203

Comment

1. Get the legislature to increase bonding limits and payback times to allow front end bonding to complete system
2. Do design build to start construction on the remaining "spine" from Everett south
3. Meet up with Lynnwood in 2023 and drive the "golden spike"
4. China can do this! Why can't we? We can if we really try!

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/25/2016

Comment Source
Email

Zip Code

Comment

People love their cars (which are evolving continually to provide us our favorite music, stereo entertainment, comfort and soon the ability to drive us around without having to steer). Rail is an old technology that makes us feel like cattle in box cars, however nice the exterior appearance of the rail cars. The huge price tag for completing this system makes it look to us like another government class plan to fleece the taxpayers and our children and grandchildren.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98072
04/25/2016	Form	
Comment Source	Zip Code	

Comment

As co-chair of the Eastside Trailways Alliance I am here tonight to advocate for ST3 to reinstate the \$50M PPP projects that was dropped from ST2 to fund the establishment of commuter rail on the north end of the Eastside Rail Corridor (ERC). The ERC is a priceless public asset and it provides the opportunity for a diesel (DMU) powered commuter service from Totem Lake North. Even though Snohomish is outside the ST3 boundary, the service would be similar to ST Funded/Supported bus service to Gig Harbor. For Woodinville, who I represent, the ERC is almost abandoned R/W. Commuter trains, even a few a day, would help to activate the corridor and would require track investment to keep the system intact, in case it is needed due to BNSF track failure along the sound. The Woodinville corner of King County is woefully underserved by transit and this PPP would provide some help and require not operational subsidy.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98201
04/25/2016	Form	
Comment Source	Zip Code	

Comment

The Port of Everett's marine terminal facilities directly support the Aerospace Employment Center in southwest Everett, which has over 50,000 workers and is the largest manufacturing job center in the state.

Snohomish County is the fastest growing of the three central Puget Sound counties in the ST service area and is expected to add 200,000 people in 20 years.

The Port supports the draft ST plan that delivers light rail through the Paine Field Aerospace Employment Center and into Everett, but strongly urges that this infrastructure (the northerly spine of the ST system) be delivered by 2033, instead of 2041.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98290
04/25/2016	Form	
Comment Source	Zip Code	

Comment

Complete the spine - Everett is critical! Do it faster.
Don't forget the Eastside Rail Corridor, an opportunity for connecting the upper Eastside to points south.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98026
04/25/2016	Form	
Comment Source	Zip Code	

Comment

With respect to the light rail connection to Paine Field, please be sure to consider future commercial air service to Paine Field. SeaTac airport is overcrowded and it its capacity. Eventually the region is going to need an additional commercial airport and ground connections to that airport will be key to its success. Futher the need for robust transit connections to the Paine Field MIC to support the aerospace industry, cannot be stressed enough.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98026
04/25/2016	Form	
Comment Source	Zip Code	

Comment

Paine Field spur can from N Everett.
Spine up I-5, transfers at Everett Mall
Build 220th LRT station
Interim - bus station at mariner and Swamp Creek
N Sounder: Reopen Bond St Station on west seide of Everett
Ballard Station - they are willing to pay billions for rail. Build a platform so they can take a trip they already have passing by.
N. end downtown (Lenora St? Bell St?) let people off for N. end jobs instead of forcing out of direction travel fro King St. You have captive markets from the ferries make them pay tax too.
No free parking or I vote no!

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98026
04/25/2016	Form	
Comment Source	Zip Code	

Comment

Of the Lynnwood to Everett Light Rail options I would support light rail via I-5 with BRT to the Everett Industrial Center as the Best option, largely due to capital costs and ridership and time to project completion. I believe a spur/way to Everett Industrial Center would make a good study candidate for ST4. I simply don't believe the rider density of the Everett Industrial Center warrants LRT with the ST3 timeline.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98026
04/25/2016	Form	
Comment Source	Zip Code	

Comment

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Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98036
04/25/2016	Form	
Comment Source	Zip Code	

Comment

I like the plan. As before my comments it takes too long to lobby for increased revenue capacity to speed it up or more partnerships with cities to expand it faster - or even business/government partnerships to expand faster. Second, please put a stop at Paine Field for Boeing it will really help reduce freeway traffic.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98037
04/25/2016	Form	
Comment Source	Zip Code	

Comment

The only sensible route for light rail to Everett is along HWY 99 and Evergreen Way - these places contain the only real or high density in all of Snohomish County. Building along freeways is a bad policy. Building to a massive airport and industrial center with only one station is a bad policy. Utilize the potential for TOD, a shorter construction and travel time and a lower price tag and build along SR 99 to downtown Everett. Coordinate with Community Transit for a transfer at Airport Road from Light Rail to CT's BRT - Swift II. Paine Field and Boeing would be better served by BRT. Scrap more parking at Edmonds and Mukilteo - its so few spaces, its wasteful. Extend SOunder to Marysville or Monroe before adding more parking. Resist parking! It's a scourge. Please, follow sensible urban policy and prioritize transit and TOD. And build more in Seattle!

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98199
04/25/2016	Form	
Comment Source	Zip Code	

Comment

I would encourage a straight route for the light rail coming into Everett. NO extra loop through Boeing. A windy twisty route doesn't make sense. For connections over to Boeing, develop Bus Rapid Transit. A place like Boeing has lots of destinations - there are buildings, doors, parking lots, manufacturing centers and so on. Over time these centers change. They know it best. Boeing should develop its own shuttle system to all their doors, manufacturing centers, etc. A real good high speed separate lane dedicated BRT route is a good idea - a great idea. You can have transfer points to the Boeing Shuttle buses along the way. Puget Sound Naval Shipyard in Bremerton has exactly this type of system. As for the future of Passenger Airplane service out of Paine Field that is uncertain. Neighborhood groups of course are fighting it saying if one comes in, more will come in. Indeed a second regional airport is in the opting sometime in the future but it may not be Paine field. When a second regional airport comes in then would be the time to look at a rail link. Then, a high speed line should be developed as in London's Oatwick Airport. The savings could be pumped into Sounder North with Stations in old Everett, Richmond Beach, Ballard and North Downtown Seattle - Smith Cove, Paul Allen Museum too for shuttle bus. So I'm favoring the BRT option for the Boeing loop.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98201
04/25/2016	Form	
Comment Source	Zip Code	

Comment

1. Please explain why is being considered to expand light rail to other communities instead of making Everett the priority
2. What about the high population expected in North Everett?
3. Please explain why the length of time to get it to Everett is so long? This as taxpayer it's not OK.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98201
04/25/2016	Form	
Comment Source	Zip Code	

Comment

The jobs around Paine Field are too spread out to be served effectively by a single station. I support an alignment that avoids Paine Field. This must be accompanied by an increased investment in the bus network. I hope this will more effectively serve the area and expedite light rail to Everett. Use any money saved to improve the Ballard line. I am also in favor of a rail spur to Boeing.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98201
04/25/2016	Form	
Comment Source	Zip Code	

Comment

I've taken Everett Transit, Community Transit and Link Light Rail to SeaTac airport and I like that route! However I recently took a survey and I was favorably impressed with the idea of dedicated bus lanes. They would be cheaper than expanding Link Light Rail and I'm sure I would love to see them if they were built. If link light rail is the only system on the table, I favor a route along I-5 , as that is said to be cheaper than 99. I really like Everett Transit and Community Transit; they serve me well and have for the 15 years I've lived in Everett.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98201
04/25/2016	Form	
Comment Source	Zip Code	

Comment

- 1) With higher than anticipated ridership on the system that already exists, how accurate are anticipated ridership numbers?
- 2) Why are Ballard and West Seattle being considered for completion prior to the spine? What makes these priorities over the original plan to complete the spine?
- 3) What can be done to increase the taxing district in Snohomish County? The Everett Station serves riders from areas outside the taxing district
- 4) With Snohomish County's rapid anticipated growth compared to other subareas, what consideration is being taken of population growth?
- 5) With Snohomish County having made cuts in order why is 2041 an acceptable timeline?
- 6) With subareas, why did King County get so much of the work done before subareas became a thing?
- 7) Looking at the plan that includes BRT from Everett Station to Paine Field, why not run BRT from other Stations, such as 128th Street?

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98201
04/25/2016	Form	
Comment Source	Zip Code	

Comment

Provide shorter timeline
Please do option N-02MOD + BRT because it would be the fastest
I would be willing to pay more taxes to get light rail to Everett faster
Please build out the light rail spine first then do the spurs.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98203
04/25/2016	Form	
Comment Source	Zip Code	

Comment

We have been paying the RTA fees on our cars for years, we were told originally we would have light rail service to Everett and Redmond in a 7 year time frame. I am furious that service to Everett is being bumped for Ballard and West Seattle, I am fine with them being added to the list of destinations as the bigger the light rail system is the more useful it is.

I have been taking buses from Everett for over two years and when traffic is bad it can take over 2 hours. With traffic growing in 20 years the bus service will be terrible. West Seattle and Ballard already have reasonable transit lines and can wait until after the original plan to cover Everett and Redmond. Having lived in Boston for 8 years, I well understood the benefit of a subway or light rail system vs bus service. If this change is to appease Seattle tax payers this is a short sighted change that will only push off the issue, and bring back there complaints after the Ballard and West Seattle stops are complete. If we want to keep Everett as a thriving community we need this service, otherwise people will be forced to move closer to Seattle when the bus times grown untenable.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98203
04/25/2016	Form	
Comment Source	Zip Code	

Comment

2 concerns

1. Community Transit has proposed SWIFT TWO

The planned route is from Boeing to Canyon Park. How can Sound Transit coordinate with Community Transit when a light rail opens in Everett?

2. How many homes will be affected by the new route?

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98204
04/25/2016	Form	
Comment Source	Zip Code	

Comment

I strongly feel that light rail from Seattle to Everett needs to be in place sooner than 25 years from now. In that time traffic will grow to even worse amounts between the two growing cities. We can not set an example for future generations that it takes this long to solve a problem.

The Boeing route for the rail as set in the current draft plan I do not feel is best even if not the most popular option. It's a major area that needs more transit soon in the future. However the SR 99 station must be built as it would connect the Swift and BRT. An express light rail train when the ST3 is finished needs to be added i.e. one that starts at Everett then stops at Lynnwood TC, Northgate, UW then Seattle as an example.

I hope rail to Everett college could be added to the plan at a later date. This would greatly boost ridership and support for ST3. Future BRTs for between the Edmonds and Mukilteo stations to the main light rail spine would be great to have as its rather tricky for a bus user to reach these ferries quickly and often.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98204
04/25/2016	Form	
Comment Source	Zip Code	

Comment

My preference: Option 2 LRT via I-5 Spur to Boeing/ PF

I remember voting for light rail many many many years ago. I was excited about connecting Everett to Tacoma. Please start work on T3 at the same time as completing T3. The Northend needs rail sooner than later.

Please put the 4 options to a Snohomish County local vote. If the board puts the "wrong" option on the ballot you risk it failing all together.

Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98254
04/25/2016	Form	
Comment Source	Zip Code	

Comment

Light rail to Everett Station
BRT to Paine Field
ASAP! Expedite
Go get em

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98258
04/25/2016	Form	
Comment Source	Zip Code	

Comment

What is planned for U District and Lynnwood should be planned for Everett (the heart of Snohomish County)

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98258
04/25/2016	Form	
Comment Source	Zip Code	

Comment

We prefer Opt. 2/LRT via I-5
(Avoiding traffic congestion)

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98270
04/25/2016	Form	
Comment Source	Zip Code	

Comment

I support either of the options to bring light rail to Everett by the year 2031. I do not support either of the options which delivers light rail to Everett later than 2031.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98290
04/25/2016	Form	
Comment Source	Zip Code	

Comment

Bringing transit to Everett before providing service to neighborhoods in Seattle is critical to our regions growth. The time frame is too far in the future to be supported by voters who have been paying for the service since the 1990s.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98290
04/25/2016	Form	
Comment Source	Zip Code	

Comment

Please build the light rail option that goes to Everett the quickest

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98292
04/25/2016	Form	
Comment Source	Zip Code	

Comment

Connections need and must improve between the north and south. I am a socially conscious-minded think of future generations resident. Thank you for doing a quick work to speed up this process.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98296
04/25/2016	Form	
Comment Source	Zip Code	

Comment

If proposed service to Everett in 2041 isn't acceptable, and the only alternatives for earlier service is alternative alignments, how does the public review and weigh in on preferred alternatives?

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment
04/25/2016	Form
Comment Source	Zip Code

Comment

I changed my opinion on the best proposal for the Everett area after attending the meeting. I believe the best option is Option 2: Along I-5 with the spur to Paine Field. At least it would bump up the timetable for project completion and provide a rail option to Paine with spur. I urge you to consider building concurrently with the component of the building of rail to Lynnwood.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment
04/25/2016	Form
Comment Source	Zip Code

Comment

My wife and I are planning on voting no on Sound Transit 3 (ST3) as it stands. The current ballot measure has too many riders considered in one vote - different plans in one vote. Vote "no" means some good ideas like rapid buses will be funded. Vote "yes" means ideas we do not agree with "schedule and cost" will be funded. Timeframe of 2041 for light rail to reach the largest manufacturing area in the state, the country and world (Everett) is not acceptable. Current plans means 25 more years of paying taxes and still no light rail there. Sound Transit needs to sharpen their pencils to improve cost and schedules. More rapid buses, better routes at less costs, and reducing the light rail aspect. At first, Sound Transit in 1996, was to go to connect Seattle with Bellevue, Tacoma and Everett. But looking at completed lines (Seattle Times 4-24 page 81) we see that most work has been built to only serve the Seattle area. I wonder if the area would have been better served by having Sound Transit plan start working on the outer part first and working towards Seattle. Trans-Continental railroad was built by working from the east and west at the same time. It also limited the amount of spurs during construction only as needed. ST3 does not have the right plan, to get our vote at this time. Sound Transit needs to adjust their schedules, routes and cost. Finally, current ST3 does not meet the needs of the Everett area. There is a need to have rapid transit before 2041 and at a cheaper cost. Paying taxes for 25 more years and not having a good transportation system in place is not good for anybody.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98201
04/25/2016	Form	
Comment Source	Zip Code	

Comment

Use current existing rights of way to route the train to Everett, up I-5 and out to Boeing and Paine Field. Least purchases needed, less funding needed and faster can be implemented - we have a station and have been waiting for years.
See Phoenix, AZ transit system for inspiration.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98201
04/25/2016	Form	
Comment Source	Zip Code	

Comment

I have voted for every proposal from the beginning the idea was pitched as a spine that would reduce traffic. Rail to Everett was implied. 2041 I may be retired and my youngest son will be 27. I don't know if I can vote for a proposal that is 25 years out. Get to Everett faster.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98201
04/25/2016	Form	
Comment Source	Zip Code	

Comment

I applaud Sound Transit on the excellent light rail system new in place from SeaTac International Airport to the University of Washington. Both my wife and I have ridden its full length and find it comparable to the best we've seen in Europe. I also applaud Sound Transit on its decision to include the Paine Field industrial area in its proposed ST3 light rail route to Everett. However I object to the timing for the Everett to Seattle link, 2041 is far too long to wait. Back in 1994, Sound Transit made a commitment to the Everett light rail to Tacoma spine. No one was talking about West Seattle or Ballard then. I support the Snohomish County representatives on the Sound Transit Board's proposal to bring light rail to Everett by 2033. I realize that ST3 must be carefully designed between the need to serve as many citizens as possible while pleasing the voters in popular King County. However, much of King County and Seattle have already been served (and therefore wouldn't vote to themselves for an expansion) or will never be served because of their geographic placement. (I suggest that's why West Seattle and Ballard have been added into the plan with such early completion dates - to garner their vote). STA needs both Pierce County and Snohomish County votes in the upcoming ST3 vote this November. At the very least, if we could get bus rapid transit down I-5 (in its own lane - give the HOV lane to the buses and make the fast lane an HOV/toll lane) we might be able to stomach waiting until 2033 or 2041 for our gold standard - light rail. ST3 needs to complete its north/south spine before going into Seattle neighborhoods!

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98201
04/25/2016	Form	
Comment Source	Zip Code	

Comment

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Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/25/2016

Comment Source
ST3 Web Form

Zip Code
98026

Comment

I've lived in the greater Seattle area for 71 years. I acknowledge the need for addressing our transportation needs. However, I'm already taxed to the maximum for transportation related costs. Everywhere I turn transit has its hand out, palm up. I pay transit taxes linked to sales tax, automobile license tax and a multitude of other categories.

I'm on a fixed income alone with hundreds of thousands of other senior citizens and adding another \$400 tax per year for my wife and I to pay for a system that we do not use and will never use is just plain too expensive. At least give us seniors a break, we won't live long enough to see the outcome let alone ever use it.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/25/2016

Comment Source
ST3 Web Form

Zip Code
98037

Comment

The new proposal to Everett is still too time consuming and expensive of a proposal. Just create a light rail line to Everett station following I-5, then add Paine Field later in ST4. In the meantime, utilize rapid bus transit to mobilize workers from rail station to Paine Field.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/25/2016	ST3 Web Form	98043

Comment

I will not be able to make the Everett open house on April 25th but I did want to have my say. As a Mountlake Terrace City Council member I have had my voice heard in the past, but I am writing as a citizen. It was my understanding that ST2 had the overwhelming Snohomish County support (57%) because of the perception that we were going to have light rail to Everett. We were also told that the spine will be finished before any arms will be considered. Yes, the ST2 money was also for Sounder and BRT's. All of which Snohomish County did receive. But the perceived promise was also light rail. And yes, we are on ST3 for Everett, but not until after several arms are completed. That is not what we were promised. And 2041 is an unacceptable timeline. Also, two Mountlake Terrace projects are not in ST3. The second parking garage in our transit center. Our transit center is currently full by 8am. What will happen when light rail arrives in 2023? Yes, we are working on bus connections and TOD's, but people are still going to drive in masses. The other is the future station at 220th. That station will service Edmonds residents and our largest employer, Premera. I would like to see these projects and to finish the spine to Everett before the arms get started. Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/25/2016

Comment Source
ST3 Web Form

Zip Code
98087

Comment

Are videos of ST3 public meetings available online? I don't see them in your document library

Comment Date	Comment Source	Zip Code
04/25/2016	ST3 Web Form	98133

Comment

My name is [name]. I live in Shoreline at [address], and I work in Everett. I am a King County Resident who wants to speak very clearly in favor of prioritizing Snohomish County ST3 improvements in any way possible. I support the overarching goals of what ST3 is trying to accomplish; however, I have a very negative feeling towards the current proposed timeline for when certain projects are projected to be complete under the ST3 proposal. Specifically, I am very frustrated and upset over that fact that ST3 is proposing to complete light rail spurs in parts of Seattle before completing the main regional spine to the Everett Station.

Finish the spine before the spurs – The Lynnwood to Everett Station light rail component should be completed before building light rail spurs to Ballard and West Seattle. The link light rail extension to Everett Station connects downtown Everett to the rest of the link light rail grid. It connects the King County seat to the Snohomish County seat. It will connect the Snohomish County seat to the rest of the region via mass transit.

Finish the spine before the spurs - I understand that as a regional entity you are responsible for delivering projects for the entire geographic subarea, however, I don't understand why you think it is acceptable or logical to not only ADD capital investments to the BRT routes that ALREADY serve West Seattle and Ballard but also construct costly complicated light rail links to these Seattle neighborhoods BEFORE completing the regional spine of the light rail corridor in Everett.

Finish the spine before the spurs – In your FAQ in a response to the question of why does it take 25 years to deliver the light rail segment to downtown Everett, you state that a route along I-5 with a bus rapid transit loop serving Paine Field could be completed within 15 years. I think this response is attempting to mislead those who ask this reasonable question away from the fact that you are choosing to prioritize non-spine related light rail improvements before spine related- light rail improvements period. Can you please tell me what the estimated completion date for the light rail link to Everett Station would be if you began this construction project immediately have finishing the light rail link to 128th St and before beginning construction on the Ballard spur and the West Seattle spur?

Furthermore you state that the added time to get to Everett is because you were directed to build this link by traveling away from I-5 and towards Paine Field and Evergreen Way to reach Downtown Everett. Isn't this type of route the definition of transit-oriented development that you claim to support? Why is building a light rail link in such a way that it will actually benefit Transit Oriented Development to existing businesses a reason for delaying the construction of this project? Are you aware that in addition to the existing Industrial Center that the region is considering building an Airport in this vicinity? Did you express the same concerns for route, timeline, and costs when you routed light rail towards the Sea-Tac International Airport? Please finish the spine before the spurs.

I know as you complete your public outreach around the region you have been hearing the same thing. Each sub area wants their projects prioritized over other projects in other sub-areas and this area is no different – except for the fact that you are leaving the regional spine of the corridor incomplete while you begin to build spurs off of the spine in other locations and that is not logical. I support your draft plan's ideology but I don't support the order in which you propose to complete your projects. Please update your ST3 Plan to build the link rail to Downtown Everett BEFORE you build the link rail to Ballard and West Seattle. Finish the spine before the spurs.

Thank you for your time and your consideration. I would appreciate answers to the questions I asked above. I can be reached via mail at [name], [address]

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/26/2016	Email	98203

Comment

There were 4 proposed routes between Lynnwood and Everett that were on display during the Everett open house. Is that information available on the ST3 website?
Thank you for your time.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/26/2016	Email	98296

Comment

Dear Sound Transit –

I would to applaud you for the Sound Transit 3 draft plan. It really is a step in the right direction. I strongly support the continued build-out of light rail across our region, improving and increasing ST Express service, as well as more frequent Sounder Commuter Rail service.

I also believe that Sound Transit can improve the draft plan through stronger transit-oriented development policies. Policies should prioritize creating transit-oriented communities including less reliance on freeways for automobiles. These communities will be successful because access to high-capacity transit is prioritized. Sound Transit should only acquire property that is sized and shaped to provide this access and needs to update its policies to reflect a priority on purchase of affordable housing.

By prioritizing transit-oriented communities, Sound Transit can build upon its commitment to providing a robust transit system that serves all residents in the region. I request that you strengthen your pledge by setting out principles in the draft plan that achieve the above goals.

Thank you

[name]

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/27/2016	Email	98012

Comment

Dear Sound Transit,
Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I strongly DO NOT support the expansion of light rail across the region and DO NOT want the Sound Transit Board to increase investments.
VOTE NO to any ST3 plan. Buy buses!!!
Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/27/2016	Email	98020

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I strongly support the expansion of light rail across the region and want the Sound Transit Board to increase investments in biking and walking so that I can safely, affordably and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million. You can make this possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.
- Requiring parking studies of all new parking facilities before they are built and allow flexibility to use parking investments to be used for improving access via biking and walking.

Increasing biking and walking investments will help Sound Transit 3 get more people moving — ensuring success of Sound Transit by making it easier for more people to access bus stops and light rail stations.

Increasing bicycling and walking connections supports transit oriented development and affordable housing around stations; it supports healthy, equitable communities; and it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound region.

My wife and I have been able to combine bicycling with trains, boats and buses in Europe, and would like to see more such opportunities here at home.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98011
04/27/2016	Form	
Comment Source	Zip Code	

Comment

Too expensive, too long, for too little return.

I strongly support the expansion of light rail in the region. Unfortunately, with the elimination of the Totem Lake light rail station, the only projects remaining for the north Eastside/north Lake Washington area are BRT. Given the current traffic conditions, I am not convinced BRT can be made to work without reducing capacity for car traffic, through dedicated bus lanes. This only increases congestion for those not using BRT.

I am more than happy to pay the cost (and more if necessary, though I realize that Sound Transit is restricted in what it can ask for) and would be perfectly willing to wait the 25 years if it meant that the result would be a robust light rail system that would meet our current and future needs. I don't believe this proposal does that however, and it's easy to imagine that any projects that don't make it into ST3 will not be realized for another 50 years. This includes projects that are being studied but for which no actual work is planned.

Please consider bringing back the Totem Lake light rail station and adding light rail along 522.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment
04/27/2016	Form
Comment Source	Zip Code

Comment

Thank you for building a broad, bold system through this plan. In particular I appreciate the inclusion of SR 522. Please retain all of the 522 projects in the North Corridor, including BRT on SR522 + NE 145th, TOD parking structures on 522 and a light rail study for this corridor. Thank you!!

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Public Meeting Comment	98208
04/28/2016	Form	
Comment Source	Zip Code	

Comment

To get the South Everett transit center on 112th you have to drive due to no bus routes around Silverlabe/Hilton lake (35th SE) area. There is insufficient parking at S. Everett transit center due to non-transit carpoolers (construction work, gardening, electrical, painters, etc). To get on a bus you have to park before 6am to find parking and due to standing room only on buses it can be a 3 bus wait on #510 to get a seat. Elderly and handicap are not given priority because there are too many and not enough seats. Hence you wait for two or three buses to get a seat. Bus driver driving is not safe nor conducive to standing for an hour's commute.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

04/29/2016

Comment Source

Email

Zip Code

98203

Comment

I have two concerns with ST3:

(1) All of your financing documents up to now seem to suggest that the taxes will only last the 25-year duration of the project, even though your documents say that the taxes will remain in place until the retirement of the last bonds some 20-25 years after completion of ST3. That means the taxes will actually last 45-50 years. I think Sound Transit disingenuous for not identifying this fact.

(2) Infrastructure is important but I have to know that my taxes are being handled by an agency that I can trust to be prudent with the funds. ST's emphasis of light rail instead of BRT makes me question ST's judgment in spending tax dollars. I would like to see more discussion why a BRT line to Everett is inferior to a light rail line.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/29/2016

Comment Source
Email

Zip Code

Comment

Please note - I would use buses more often, but the park and ride lots that work for me (Kenmore or Bothell or South Everett) are almost always full with commuter parking and I cannot find a parking spot during the week days, therefore I have to drive to my Seattle destination or further to another P&R location where I still may not find parking or find a parking spot in some neighborhood close to the bus I want.

As a result - I limit trips to Seattle. I would come into the city more often if it were easier to get there.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/29/2016	Mail	98296

Comment

So far I haven't had to pay for Sound Transit because I live too far away. I support the idea of transit, but the cost is too high, too slow. How does Portland do it so much cheaper? If you did it faster would it be cheaper?

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/29/2016

Comment Source
Mail

Zip Code

Comment

Well Sound Transit here's my input. Have people who use it pay for it. People in Snohomish County have been paying taxes and it has gone to Seattle. There are people in Snohomish County who voted for this in the very beginning who will be 70 when the rail gets here others will be dead. My 23 year old daughter said to me, "Sound Transit is Seattle." That says it all. I will not be voting for you in November.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
04/29/2016

Comment Source
Mail

Zip Code

Comment

Snohomish County first. King 2nd.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
04/30/2016	ST3 Web Form	98290

Comment

I'm a transit supporter and have voted for sound transit in the past. But telling me I have to wait 25 YEARS before I will get sound transit is [explicit]!
It only took 8 years to build the transcontinental railroad. I will be dead in 2041 and "sound" transit is dead to me now.
You want to tax me for 25 YEARS before you give me service?
[Explicit] SOUND TRANSIT!

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date

05/01/2016

Comment Source

Email

Zip Code

Comment

This is a follow-up e-mail since I took the poll earlier. There are two options for the Lynnwood to Everett light rail which were not on the original poll.

These both would be delivered sooner than 2041 but unlike the I-5 only route they try to service the Paine Field industrial area.

Of the two I'm inclined to support the spur route with perhaps some options. Since there is already a Swift II route planned for that area it seems redundant for Sound Transit to offer additional BRT.

The current Swift route runs every 12 minutes at peak time. I think the Swift II would be a good circulator for those taking LRT to Paine Field to reach their final destination. The route from 128th through Airport Way already has designated transit lanes.

The spur route could later be expanded to cover the additional Paine Field to Mariner Park & Ride route as time and money allow. This could also be set up to offer local (LRT to Paine Field) and express (Everett Station to Seattle via I-5) service.

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date
05/01/2016

Comment Source
ST3 Web Form

Zip Code
98075

Comment

Please email me on news about sound transit

Sound Transit 3 - Draft System Plan
Comments Received (Snohomish County)

Comment Date	Comment Source	Zip Code
05/02/2016	Mail	98201

Comment

[Actual date of receipt unknown]

In 25 years 74% more people will call Everett home.

Yet they will not have access to possible light rail extension at Everett Station in 2040 or maybe 2033 after those places with less population growth.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/24/2016	Email	98144

Comment

Traffic in Seattle is getting worse every day and our rapid growth shows no sign of ending. The only way we can handle this massive influx of people is to build more transit. Especially high capacity transit like rail. We simply cannot wait 20+ years for rail to reach Ballard and West Seattle.

Please consider a much faster timeframe, or give Seattle voters the option of paying more for a quicker build. I know I would much rather pay more taxes and get rail sooner than pay around \$4,000 in additional taxes before I see better service.

I want to support this plan and I want to see it pass. Please considering doing better for Seattle.
[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/24/2016

Comment Source
Email

Zip Code

Comment

Dear Sound Transit Board Members,

The opening of the Capitol Hill light rail station has changed the way that my Fiancee and I live our lives in only a week. She uses it to save at least 15 minutes each way between our apartment and UW, and I will be using it tomorrow to get to the stadium district, something which would have required me to walk all the way to Westlake previously.

Getting from Capitol Hill to visit my friends in Ballard requires me to drive today. There are no good bike routes and buses take forever. We need light rail to Ballard quickly, to get people out of cars and improve the lives of all city residents.

Completing light rail to Ballard in 2038 is simply unacceptable. Do whatever it takes to get it there and other locations faster. I do not know if I can vote for a package that is so inadequate for our regions needs.

Thanks,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

03/24/2016

Comment Source

Email

Zip Code

Comment

Subject: Re: Ballard line: Option 3 FTW!

Hi!

Writing again to re-iterate the importance of non-at-grade transit. I'm only going to vote for a transit package that minimizes at-grade construction. Money spent on transit that has to fight with traffic is basically money wasted. Well not quite, because I ride the bus, but I don't support large long-term investments that result in still sitting in traffic.

[name]

Central District, Seattle

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/24/2016

Comment Source
Email

Zip Code

Comment

First, thank you for your great work on the current light rail system I used to live in Prague and new York, and when I rode the light rail from the UW to Capitol Hill yesterday for the first time Seattle felt like a real city.

Secondly, while I'm a fan of expanding the light rail, the timelines are ridiculous. 20+ years is far too long for this to happen. PLEASE speed up the timeline. Make a levy, increase car tabs, however it needs to happen-- seattle will approve this thing.

Thanks,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

03/24/2016

Comment Source

Email

Zip Code

Comment

Subject: Light Rail System

To Whom It May Concern:

Thank you for releasing this much needed plan. If you can drastically speed up the timeline, I'd happily pay more. It's hard to sell a project that could definitely be expedited. Speed it up and you'll have your votes. I'll even volunteer to work on the campaign!

Sincerely,

[name]

Greenwood, Seattle

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/24/2016

Comment Source
ST3 Web Form

Zip Code
98103

Comment

I like the scope, but very disappointed no Ballard-UW line.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/24/2016	ST3 Web Form	98117

Comment

Hello,
I'm a huge fan of public transit and would happily pay more taxes in order to give the Seattle region the transit it needs. However, the current ST3 proposal is unacceptable and I will not vote for it. I'm particularly concerned with the timeline. Seattle has immediate transit problems, the rush hour traffic is already among the worst in the country, and the city is growing rapidly. Los Angeles has built multiple light rail lines in less than 10 years, 18 & 22 year timelines for Seattle's most needy neighborhoods is a farce. Also I'm very concerned about light rail running at grade in urban areas (there are already an unacceptable amount of delays due to accidents on the Link, has this lesson not been learned?). The Ballard drawbridge is also concerning as this will make timetables unreliable. If we're spending billions on transit, why not do it right? Seattle needs transit solutions today and it seems people are willing to pay for it.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/24/2016	ST3 Web Form	98119

Comment

After reading your ST3 draft plan, I can sum it up in one word: disappointing. I glad you went big with a 25 year package, and I appreciate the fact that many of these lines require complex and expensive engineering, but my main concern is about Ballard-QA-Downtown. What I don't understand is that why is a line that is expected to have some of the highest ridership of all the lines been punted to 2038? And why is Tacoma ahead in line? Tacoma isn't paying for any of this, and Ballard/West Seattle are far more crucial when it comes to today's problems.

Another concern of mine is the Seattle yes votes. After all the concern of getting the suburban/East side yes votes, I feel as though the Board has assumed that all of Seattle will vote yes no matter what the package is. When Seattle voters look at the package and see Tacoma Link and Lynnwood Link before Ballard, that's going to at the least discourage voters and at the most produce more no votes. And I don't have to remind you that the margin of Seattle's yes vote matters a great deal.

What I ask of you is that you move Ballard up the line and build Ballard/West Seattle in one project. Move Tacoma and Lynnwood back to 2036 or 2038. That way Seattle voters can get excited about a quality urban line that would actually serve them.

If that's not possible, then I think you should chip in to Madison BRT. It would only cost around \$30 million (a rounding error in a \$50 billion package). This would appease Seattle voters and create a lot more yes votes. It could be added under early wins, and give Seattle voters something to chew on while we wait 20 years for a quality light rail line.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/24/2016

Comment Source
ST3 Web Form

Zip Code

Comment

Is there a plan to connect South Lake Union with the northern light rail system (i.e. Northgate and Lynnwood)? It is unfathomable that the fastest growing employment center in the region is not connected to the light rail. Connecting SLU to Ballard won't will have little impact on the overall flow of traffic. None of this is of direct consequence to me since I live in Lake Forest Park and commute to UW (Seattle) by bike. I just wonder how our transit planners managed to miss SLU in ST1 and ST2 and whether ST3 will also be four decades behind the ball.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/25/2016	Email	98103

Comment

Hello!

I celebrated with our community last Saturday by trying out the new rail line between UW and Capital Hill - what an exciting moment of transportation progress for all of us. While speaking with volunteers at the event who shared the future map that will be on the ballot in November as "ST3" I believe, I noticed that much like the existing bus routes which service north-south riders much more than east-west connections, it will not be possible to cross between UW and Ballard but instead require trips south to downtown in order to move people east and west in this region. I was wondering if it was up for discussion to connect the lines in the future.

Thank you for your time and consideration.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/25/2016	Email	98115

Comment

Subject: Sound Transit - TOO SLOW

Greetings Sound Transit,

My son is 24, my daughter is 28, and both are avid transit users in our Seattle neighborhoods and our region. My son came into the kitchen and said " Have you seen the latest from Sound Transit?" I said I'd seen the proposed routes on the news, quite exciting. He said "I'm really disappointed! The timeline is ridiculous, no one is going to vote for this!". It is absolutely absurd that this system will take decades to build! At the projected rate of completion he will meet the right girl, get married, have children, and be able take THEM from Roosevelt to Ballard when he is, what, 46 years old!!!???

We have an opportunity to engage our youth (our future leaders), connect our community and region, manage and direct our growth, and reduce the number of cars on the road. But this plan simply skips a generation and loses all of that opportunity. It is a failure.

Reshape the plan to take TEN YEARS to complete. The approach must be continuous construction implementation with no downtime. It is technically possible, but it will require bold management and political leadership. This should all have been done decades ago, and now the need is greater than ever, and increasing every day! Go for it, or lose the opportunity again!

PS: Our family is very disappointed with the implementation of the new UW Stadium Station system. Yes we have a station now, conveniently sitting at one of the most congested intersections / bridge approaches in Seattle, and you have gutted the north Seattle buses between the UW and Northgate, and between the UW and the Eastside. My daughter lives in Roosevelt and works at Northgate, which is supposed to be an Urban Hub, and her bus routes to get to work have been eliminated! My sons bus routes to Bellevue have also been eliminated. You are going to force folks to return to cars!

Best Regards,

Curtis

Curtis Bales AIA

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/25/2016	Email	98122

Comment

Subject: ST3 - Great Scope, Unacceptable Timeframe
ST Board

I was very excited to read the latest ST3 proposal, until I came across the timeframe.

The scope is encouraging, but the amount of time proposed to complete the expansion is unacceptable.

We cannot wait 17 years to offer West Seattle light rail, nor can Seattle wait 22 years to stretch light rail to Ballard. The city needs these projects now. The city needed these projects 20 years ago - Seattle's urban development would have been better if that had been the case. There is no logical reason that these Seattle projects cannot happen concurrently with light rail expansion outside of Seattle.

Build out ST3 quicker and design and construct the Seattle expansion in the next decade instead of the next three decades.

Thank you for your time,

- Dylan Glosecki

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/25/2016

Comment Source
Email

Zip Code

Comment

Hi, I'm a Seattle voter who is inclined to vote yes for just about any transit proposal regardless of cost, but I will vote No on ST3. Here's why:

* Timelines are far too long for extensions to crowded Seattle neighborhoods, and at-grade rail between Ballard and Downtown is unacceptable. A bored tunnel could serve Fremont and Phinney Ridge and still get to Ballard with a shorter travel time than the proposed plan.

* The plan is far too heavily tilted to serve the future density ambitions of far-flung suburbs vs the needs of today for already-dense areas. BRT for Kirkland while Issaquah gets LRT is a joke.

* Prioritizing the connections between Everett and Tacoma ignores the reality that this service will be inferior to current Sounder rail. You're cannibalizing necessary routes for the sake of an inferior replacement serving Tacoma and Everett.

Here's what will make me vote yes on this plan:

* Bored tunnel extensions serving two of Ballard, West Seattle, and/or the Central District. These can originate from anywhere as long as they link up to the spine.

* Completion dates for the above before 2030.

That's it. Build a suburban train to nowhere if you want, but the package must include a fair shake for Seattle or we will vote it down.

David Hanson

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/25/2016

Comment Source
Email

Zip Code

Comment

Please, please, please add light rail between Ballard and the University! Public transportation - and transportation routes in general - are so poor in the east-west direction.
Thank you!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/25/2016	ST3 Web Form	98034

Comment

While far reaching, I have two issues with ST3:

- 1). Your timeline. For real improvement of traffic in the Seattle Metro area, you timeline needs to be accelerated significantly. The plan does not bring relief to our region for decades! This plan really need to be accelerated to deliver real transit relief by 2020.
- 2). This plan does NOTHING for my area of Kirkland. I realize the our city council are a bunch of idiots who are short sighted, but that does not change the fact that I am still about a mile from the nearest bus stop, and given the current bus routes, I would need to spend about 2 hours and three buses EACH WAY to get to work.

We need: a more aggressive deployment timeline, commuter bus service in Kirkland, a real transit solution that would allow me to leave my car at home, and a real solution to reduce my commute.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/25/2016	ST3 Web Form	98103

Comment

After reading about the draft plan, it appears that large swaths of north Seattlites are being ignored for the sake of transit to the suburbs. In particular, this plan ignores the transit needs of those in the Greenlake, Fremont, Wallingford areas. These are corridors that can be better served by light rail. As it stands, the roads in this area do not have the capacity to handle the traffic in these neighborhoods (with little room to expand). Bus ridership is already at a very high level in this area, despite unreliable transit times. This was something that would have been addressed by linking Ballard to UW.

And while I agree that public transit needs to benefit the region as a whole (including in places such as Everett, Bellevue, and Issaquah), I disagree with the prioritization of projects that serve areas with low population density and that light rail is the solution for reaching the far-away suburbs (instead of commuter rail).

Postponing additional urban improvements until ST4 would be fine if it weren't for the long delivery timelines (2041 for full completion of ST3!). I fear that the many young Seattlites who live/work/commute in the north may never even get a whiff of reliable public transit. Perhaps this is the desired result of subarea equity. Please convince me that my thinking is wrong.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/25/2016	ST3 Web Form	98117

Comment

Let's be as aggressive as possible in expanding the light rail system. I am a property owner in ballard. I would gladly see my taxes increase temporarily by upwards of \$2000 a year, rather than just \$400, if it meant we could get ST3 done in in 5 or 10 years instead of 25 year.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/25/2016	ST3 Web Form	98118

Comment

Hi Sound Transit: I love Link Light Rail...my wife and I bought our house in Hillman City in August of 2004 knowing that the Columbia City Station was scheduled to be online in 2007. We've enjoyed riding the line to and from work since '07. While it's great that the Graham Street Station is part of ST3, we are disappointed to hear that 2036 is the year for this station on the draft schedule. I plan to raise my family in Hillman City, pay off my mortgage, etc. I would like to use this station, if possible, before I'm 63 years old. What can my neighbors and I do to help get this project moved up in the schedule? I'm down for helping in whatever way I can, as a perpetually busy husband, father, cancer research non-profit supporter and musician. :) Thanks for reading this!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/25/2016	ST3 Web Form	98122

Comment

Laughable. Far too long until light rail reaches Ballard, West Seattle. They build faster in third world countries. This is, once again, laughable.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/25/2016	ST3 Web Form	98136

Comment

My chief concern.... How will my family pay for the proposals? From what I heard this am on the radio my added cost will be in excess of \$1,500 per year. This would be on top of the school bond vote in 2015 which will cost my family another \$600+ per year.

Chances of myself or family members using the new transportation are close to slim and none.

Do not mean to be negative, but our take home pay is less than it was in 2007.

Hard for me to get excited about added costs of anything when the added services mean very little to us.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/26/2016	ST3 Web Form	98107

Comment

UW-Ballard needs to be included. There is no way to do incremental improvements or BRT on the NW 45th/NW50th corridor without removing all street parking in Wallingford and building new over/underpasses at 99 and I-5 - there just no room for a dedicated bus lane in the area. Currently it takes 45-60 minutes to go 6 miles from Ballard to UW on the bus, and that will only get worse (for 40+ years) under this plan. Underground rail is the only hope for relieving congestion E/W in N Seattle, and missing that is a dealbreaker. A Ballard-UW line also makes better use of the existing spine, as downtown commuters could transfer at UW.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/26/2016	ST3 Web Form	98115

Comment

The most essential part of the transit system is the bus network. I would like to see more effort devoted to the bus network. I am glad to see several BRT routes proposed. Please don't cripple the existing bus network where light rail is put in.

The plan is too far reaching IMO. Rail is too expensive and committal for beyond the obvious core targets like Northgate and Bellevue. I fully support BRT to the more distant targets, with dedicated transit lanes in critical areas, assuming BRT will be cheaper and quicker to build.

Is building a new road for-buses-only cheaper than light rail? Is it practical to built a BRT road first and then add light rail in the right of way? Is a second tunnel through downtown Seattle for buses in the plan? An advantage of buses is that incremental improvements can help the system a lot; they don't need a fully completed system to be useful.

I depend on transit but I am not sure I can support this huge plan. The plan is so expensive and I will likely be in a nursing home by the time its done

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/27/2016	ST3 Web Form	98102

Comment

But 2033 for Link to West Seattle, 2036 for Central Link infill stations, and 2038 for Link to Ballard? NO. That is ridiculous. We're already 30 years behind where we should be in terms of regional mass transit, and we just cannot wait that long for those three critical connections. For \$50B, we should be looking at total completion of everything in ST3 by 2030 *at the latest.*

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/27/2016	ST3 Web Form	98107

Comment

CONCURRENT ENGINEERING

The need is now and there are approaches to dramatically reduce the excessive time line proposed. Please explain why Concurrent Engineering is not being used to reduce the timeline.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/27/2016

Comment Source
ST3 Web Form

Zip Code
98107

Comment

I'm very disappointed in the ST3 draft plan. Waiting 22 years for rail to ballad and even then just getting a surface train and a movable bridge is unacceptable. I thought the goal was to produce a plan that people would get excited about so we pass this in November. I fear you have released a big dud that will set us back.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/27/2016	ST3 Web Form	98117

Comment

Great plan, but the timeline is very unappealing. 22 years to connect Ballard? Do it in 10, and I'd vote for it. I'd pay twice the tax to get Ballard connected sooner.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/27/2016	ST3 Web Form	98117

Comment

Wow, we have to wait another 22 years to get light rail to Ballard? Very disappointing. Compared to other cities, we're already decades behind. How is the city supposed to thrive without decent public transit options? I just rode the new light rail from downtown to Capitol Hill a few times last week and it was awesome. I was hoping we could have that same experience all over the city sooner than the current plan.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/27/2016

Comment Source
ST3 Web Form

Zip Code
98136

Comment

West Seattle Light Rail now, not in 15-20 years please.
Thanks!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/28/2016	Email	98107

Comment

Words cannot express how disappointed I am in ST3. Previously I was telling everyone how it will fix Seattle's transit issues, but now I think I will be voting against it. 22 years until we get the Link to Ballard. And it'll be at-grade. And slow. And still stuck behind boats at the bridge. I hope I will still be alive by then so I can drive faster than it to downtown. Look at other cities' public transit. We are already 50 years behind. Taking another quarter century to build something we need now is completely unacceptable.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/28/2016	Email	98109

Comment

I got this email address from The Stranger's well-written article about the new transit plan.

I think the Seattle streetcar is a waste of money and should not be added to as is planned. It is 19th century technology that works against moving people around the city and it is dangerous to boot. Those funds should go instead to this bigger plan. If you compare the public's response to last week's opening of the new light rail stations to that of the Jackson Street to Broadway streetcar it seems like the public has stated their preferences as well.

Thank you for your consideration.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/28/2016	Email	98122

Comment

Hello there,

What is the best forum for giving the ST3 plan some feedback on the current draft proposal?

Here it is in an email, but please let me know if there is a different way I'm supposed to be providing feedback.

For me, the biggest issue with the plan is the total lack of coverage for rapid light rail in the central district area.

Even with ST3, the massively underserved area (that also happens to be dense and getting denser) is the area that I would call "East Seattle", which borders roughly:

- Montlake Cut to the north
- I-90 to the South
- Lake Washington to the east
- Capitol Hill to the west

The only two train stations even remotely covering this area would be the Cap Hill Station, as well as the new Judkins Park Station in 2023 (I believe), which is nowhere near any existing urban hub.

The areas in the CD where we are seeing the most opportunity for growth, and also happens to be the historical center of an underserved African-American community, are along 23rd Ave and MLK Blvd. But, if you look at where these two main thoroughfares cross all the major east/west roads, such as Madison, Union, Cherry, Yesler, and Jackson, none of those intersections are within walking distance to any train stations.

If we can connect Everett and Redmond to the grid, for Pete's Sake, we can connect the Central District.

Why is there not some plans to get some station near, say, 23rd and Cherry, or MLK and Cherry, as part of our plans for the next 20 years?

We all know what it's like to sit on an east/west bus to downtown Seattle from the Central District. It is an absolute mess, the buses go as slow as everyone else.

Thank you for listening to my feedback.

I know it is easier to criticize someone else's plans, as opposed to doing the hard work of coming up with your own J. If there is ever an opportunity to assist in your planning efforts, please don't hesitate to ask.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/28/2016	Email	98178

Comment

Dr Mr Constantine,

Thank you for your work on the Board for Sound Transit Light Link. I am glad to see the train now going to the UW but I will not be supporting any further taxes for expansion until the lack of access to Rainier Beach station is addressed.

The Rainier Beach station is unlike any other stops on the route through the city. There are few businesses and little housing within walking distance. The area is surrounded by light industrial. There is very little parking within a reasonable walking distance and quite frankly it is not very safe to be walking around there especially after dark. When I take the Light Link I notice many people have a ride waiting in the store parking lot to pick them up when they get off the train. I challenge YOU to use that station after dark. The station NEEDS some parking. There is plenty of vacant land available to provide some parking. Sound transit needs to acquire some while it is still cheap.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/28/2016

Comment Source
Email

Zip Code

Comment

Hello Mr. Bianchi,

My name is [name], and my family owns a property between 84th and 85th on 16th Ave NW in Ballard. I have been reading the documentation surrounding the ST3 plans and proposals regarding the assessment of routes and station locations in the Ballard area. The corridor B route seems to be highly mathematically favored.

I was hoping you could direct me to any documentation that might indicate the size of a station at 85th and 15th Ave NW. Even if it had variances for what type of station was actually built, it would be helpful for us to know.

Thank you so much for your time,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/28/2016	ST3 Web Form	98118

Comment

I was very disappointed to see that the Graham St infill station will not be built until 2036. It is wonderful that South Seattle has gotten a 6 year head start for train life compared to many other parts of Seattle, but we have also given up a lot to be the guinea pigs of this new transportation world. There are still chain-linked fences adjacent to the rail lines the almost the entire length of MLK. This is blight, as far as I am concerned. Sound Transit owes South Seattlites more, frankly. Graham St, as far as I am concerned, is an olive branch that shows South Seattle that you still care about our community. Also, given that \$10 mill in Move Seattle levy is earmarked for Graham Station build out, it doesn't make sense to wait until 2036. I am the biggest fan of light rail, but I am even a bigger fan of South Seattle. Unless this current project priority is revised in your plan, you will not have my vote.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/28/2016	ST3 Web Form	98125

Comment

Lake City's low income and quickly growing population (currently 30k) would receive zero transit improvements for at least 20 years under the March draft plan. I can't vote for this and watch my taxes subsidize suburban sprawl while I ride I-5.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/28/2016	ST3 Web Form	98133

Comment

PLEASE add the Infill station at 130th ave NE to the ST3 ballot. This junction is very important to North Seattle neighborhoods and will serve an important purpose of avoiding bottlenecks at Northgate and 145th, which are already very congested during peak times. The station would be so cheap to build compared to other projects included in ST3 ! There is a lot of community support for this station, and now that the neighborhoods are represented by the District 5 Seattle City Council seat, it would be a mistake by Sound Transit to not include the 130th Ave NE Infill station in ST3 ballot.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/28/2016	ST3 Web Form	98199

Comment

First I want to thank everyone involved for continuing to push for transportation infrastructure that works for our growing region.

Second, I would like to highlight the issues that I feel are most important to our regional light rail system.

- 1) We need the light rail lines that are proposed now. I am sure that making these projects happen faster is a difficult process, but we need light rail in Ballard and West Seattle today! We will be in a world of hurt without these systems in place and running by mid 2030.
- 2) The Ballard to UW line needs to be included in ST3. There is no other option. And the line from Downtown to Ballard needs to have a tunnel under the ship canal.
- 3) The system needs more loops, not spurs. Connect the line to West Seattle down to the airport/Tukwila, and continue it up along I-405 up to Bellevue.
- 4) TOD at stations needs to be a priority not parking spaces. Give me a break here, we are planning for the next 100 years! eliminate some/most of the parking in this plan and give us real TOD.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/29/2016	Email	

Comment

I just took the survey and answered questions about our current use of public transit, which is very low. Nowhere did it ask what our future use of public transit would likely be if Seattle had better public transit.

We love to use public transit more, but it's not at all convenient now. I know it can be done; I grew up in New York City and would be happy to use public transit if it were even a little more like that in NYC.

Comment Date
03/29/2016

Comment Source
Email

Zip Code

Comment

OMG what a mess this plan is. I've been a strong advocate for public transit my whole life but I'll vote against (and campaign against) this plan if it's what gets sent to the voters. Seattle is the largest city in the region and drives the regional economy, yet it doesn't get very much out of this. This plan builds more suburban parking lots than urban train stations! What a joke. The absolute hardest part of getting around Seattle is moving East/West, and this plan does nothing for that. I'm going to talk about Ballard for a minute because it's the neighborhood I know the best: The route to get to Ballard makes no sense. Who wants to go hang out or walk around Interbay? WTF! Go through Fremont instead, you know the neighborhood with Google and Tableau, with cafes and restaurants people want to go to. A neighborhood with a Sunday market and cultural activities like the solstice parade and Oktoberfest. There's been talk of building a Ballard/UDub line, well if you went through Fremont you'll have part of that line built already because going from Ballard to the UDub you pass through Fremont. Also, the choice to go at grade to Ballard and have a drawbridge makes no sense. If I need to be stuck at a drawbridge anyway I'll prefer to do it from the comfort of my car. Build a tunnel. It really feels like the Seattle portion of the map was drawn by someone who's never actually lived in Seattle. Why would I trust any other part of the map to be sensible if you mess this one up so much? Why is a transit agency building parking lots in car dependent suburbs? Oh and then we get to the timeline. 20 years to get to Ballard, assuming everything is on schedule. What a joke. My toddler will graduate college before you guys can lay a track from downtown to Ballard. Seattle built the > 1mi South Lake Union Streetcar in two years. At that rate Seattle could build a 6 mile track to ballard, via fremont, and then have 8 more years to be president or something. This proposal has led me to question the basic competency of ST. It makes me wonder if you guys actually even take transit, or do you drive to and from all the planning meetings where horrible decisions get made? Honestly it hurts for me to be against transit. I love public transit, and I think Seattle desperately needs it. But this plan has made me realize that we as a city cannot count on ST to fix the cities transit problems. We need to build something better, faster, and approving this plan would just be a distraction and waste of money.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/29/2016	ST3 Web Form	98020

Comment

Please add a Sounder station at the north end of Seattle just south of the Outdoor Sculpture Park. The north end of Seattle is not served well by transit. This would reduce the number of people that transfer from Sounder at King Street Station / IDS that fill up busy Link trains and buses heading north through Seattle. It would likely increase Sounder ridership overall because it would eliminate a forced transfer for many.

The station could be a side platform station to minimize right of way disruption. Edmonds has had a side platform station for over a decade and it works fine. And, interestingly enough, no one even stands under the canopies to stay out the weather, so you could minimize the number of canopies.

Thank you

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/29/2016	ST3 Web Form	98101

Comment

Please let me know when the triangle property used for staging the tunnel to Capital Hill will be converted back to green/empty space with just the blue vent on the property.
It is a real eye sore and we were told it was going to be temporary, several years ago.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/29/2016	ST3 Web Form	98115

Comment

- 1) it is difficult to ascertain if the Everett station will serve Boeing field and the ferry terminal.
- 2) I do not see a provision for a bullet train hub (which I guess will never come to downtown. I can not imagine over 20 years we will not want a west coast bullet train and the east side with connections via light rail seems like it might be much cheaper.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/29/2016

Comment Source
ST3 Web Form

Zip Code
98115

Comment

Light Rail is a good idea. But this proposal is far to great a tax burden for way too many years. I am 65. My home is 900 square feet and was built in the 1930's. My King Co. assessed value as of 8/16/15 is \$421,000 but all homes in my neighborhood are selling for 500,000+. You want to raise my property tax by \$400/year for the next 20 years. That is \$10,000 from me. But of course it will be a lot more because my house value will continue to rise and so will this tax burden. I figure I will pay more like \$15,000-\$20,000 by the time it is all done. And I'll be 85 years old so won't be using what I just paid spent 20 years paying for.

I'm all for progress and understand we all need to pay our share. But how about keeping housing affordable? It's not just the cost of buying a home, it is also the property tax burden those new home buyers will have to figure into their monthly costs.

Also, who pays? Is it just King County? Did Snohomish and Pierce counties pay for the existing and about to be completed Light Rail? If not, then King county SHOULD NOT pay for extensions into those counties. Did the Eastside of King County pay? If not, then again Seattle should not have to pay for extensions to the Eastside. I'm all for expanding Light Rail and transit. I used to work downtown and took the bus every day. Very easy. I've ridden Light Rail once to the airport, and it was great. But you need to identify the most important next leg, and collect funds and build that first. Then take a look at the overall plan and decide where to go next-you might find your priorities change. I understand the extension to the UW came in way under budget. Where is that money being allocated? It better stay with the extension of Light Rail and not disappear into some other project.

Thanks for your time.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/29/2016	ST3 Web Form	98195

Comment

It is Tuesday March 29 and the promised interactive map, etc, is not on line.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/30/2016	Email	98107

Comment

I live in Ballard, and I would gladly accept a much higher personal financial burden in exchange for a faster build-out of the Ballard light rail line. I suspect many of the tech employees who have moved to Ballard in recent years feel the same way.

I know it's not that simple. Just putting in my two cents.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/30/2016

Comment Source
Email

Zip Code

Comment

Hi Sound Transit,

I'm sure you're getting lots of feedback, and so I'll keep this short.

The timelines for completion of the ST3 projects are too long! The vision of ST3 is perfect, as it's important to target the suburbs too, given the various forces at play in shaping our city. However, that means that more new transit within the city won't happen until the *next* ST iteration, leaving the city choked with various traffic. (I can only hope that we will adopt more car-free streets to prioritize bus, bike, etc. traffic.)

I guess I just want to say that you absolutely have my vote, but there are going to be a whole lot of voters who will balk at the timelines for ST3 and not vote to approve it. Can we afford a failure in November?

I hope this all works out, and thank you so much for all you've done for our region.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/30/2016

Comment Source
Email

Zip Code

Comment

I'll be voting no on this and all new projects that rely on sales taxes and property taxes.

It's long past time to adopt a progressive tax system (and I don't want to hear "this is the best we can do with the system we have". Been hearing that for 25 years).

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/30/2016

Comment Source
Email

Zip Code

Comment

I participated in transit planning in the region 30 years ago and gave up because all you wanted at the time was park and rides and bus. My point was people still had to have cars to get to the P&R. Make a system were people can eliminate a car (payment, insurance, gas, upkeep) and now they will accept a little inconvenience or slower trip for the cost savings. Buses stuck in traffic also made no sense to me. Finally the planners woke up and the region is getting Light rail. I have ridden it to the airport a few times from my home in Shoreline. I take a bus downtown and then the light rail. I am eager for the day I can walk a few blocks to a bus that takes me to the 185th station and I can ride to the airport. Yes!!! I have traveled extensively and one thing I see missing from the current system and plans on the boards is a few express trains and routes. It should not take 40 minutes to get from downtown to the airport. I can beat that in my car all but 4 hours a day 5 days a week. There needs to be sidings and switches added to the existing core system so there can be occasional express trains from like downtown to the airport and back. Another example would be Bellevue to Seattle no stops etc. Everett to Seattle no stops. Thank you for considering my input.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/30/2016

Comment Source
Email

Zip Code

Comment

Hello,

I'm sure you're getting plenty of emails regarding your ST3 proposal. I want to say that I am generally in favor of the plan, as a whole.

A question that remains for me, is how the Graham Street Station takes so long to build, as the tracks are already built, and the station would be at grade. Currently slated for 2036, this 20 year span seems like a long time for a relatively small project. Add to this the funding in the SDOT's Move Seattle Levy slated money for a Graham Street station, but that levy ends in 10 years, so how will Move Seattle's funds be used for a project 20 years down the track?

Thanks for your considerations,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/30/2016

Comment Source
Email

Zip Code

Comment

Hello.I

Why do the maps in your survey not provide additional descriptive text to assist those using screen readers? Do you not think no or low vision people have valid opinions or do not deserve to give fully informed feedback?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/30/2016

Comment Source
ST3 Web Form

Zip Code
98118

Comment

I'm all for light rail! More is better!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/30/2016

Comment Source
ST3 Web Form

Zip Code
98155

Comment

How can I find out how much the different parking garages will cost and what percentage of the parking garages are of the total budget?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/30/2016	ST3 Web Form	98199

Comment

I cannot and will not vote for this levy so long as the Ballard expansion plan is put in the route at grade. 15th Avenue W from downtown through Ballard is already congested, especially at peak. This proposal will make it that much worse, as the Magnolia Community Council and other community groups have already expressed to Sound Transit. There is no way for Magnolia to take advantage of this route for commuting purposes, just as we can't access the D line. Until some thought and consideration is given to the stranglehold placed on the NW Seattle (the Viaduct being taken out of service, the Mercer Mess, the BAT lanes on 15th, and now this), I cannot support the proposed levy or ST3.

Comment Date	Comment Source	Zip Code
03/31/2016	Email	98020

Comment

My comments on the \$50 billion 25 year plan light rail plan:

- 1) Adapting rail systems to existing road systems is extremely costly and disruptive. I remember at least 3 years of disruption when the convention center was built over I-5. The construction of rail along current traffic corridors WILL cause terrible traffic disruption for the entire construction duration.
- 2) By the time these systems are implemented, technology will have changed drastically and the rail systems could be outdated even before they are implemented.
- 3) Rail systems are inflexible and extremely hard to adapt to changes in consumer travel demands.
- 4) The rail systems would have worked great if they were built out as the road systems were built out. Adapting them now is just not the way to go, it is too late.

So what should we do???

- 1) Invest in roads and bus systems. With new controls (computer systems designed to improve delivery and efficiency) regular and hybrid buses can be used more effectively than rail.

- a) As new technologies come on-line they can be easily adapted where rail is mostly a static, fixed system.

- b) Buses can easily go where the people are. As usage patterns change, bus routes can be easily adapted. Rail systems force usage to the rail lines.

- 2) New car technology like self-driving cars will make commuting more efficient, better utilizing existing roads. As strange as it sounds, within the next 10 to 20 years, drones could be delivering people, relieving congestion on the roadways. Sound crazy? Amazon is already testing drones for delivering packages. That technology will be changing and improving at a high rate of speed.

Please do not burden taxpayers with such a huge burden for a system that will be very disruptive to implement and not deliver. Let's invest in adaptable, flexible methods for moving people that take advantage of improving technology.

Comment Date	Comment Source	Zip Code
03/31/2016	Email	98107

Comment

Hello,

As a longtime Ballard resident, raising a family here, I wanted to express my dismay at the timelines in the ST3 draft for bringing rapid transit to Ballard. 22 years is far too long. I was also surprised that the list of projects did not include extending light rail north even to NW 65th Street, when new development is spreading northward at a fast clip. We are a rapidly growing neighborhood whose growth was fueled by re-zoning back when we were supposed to get the monorail (which I voted for, twice). We got the density, beyond all expectations, but not the rapid transit we were promised. And now we seem to be inexplicably at the end of the list. The queues for the D and 15X bus lines in the morning are already massive; I see crowds moving further north in an effort to get on a bus. Anything we can do to expedite light rail is more important than proposed changes to improve the bus system (all of which have been disappointing so far).

I wholeheartedly support Seattle Subway's proposals for how to correct the plan so my neighbors and I can support it:

1. Expedite the construction of light rail in Seattle.

The biggest criticism of the proposed package that we've heard from Seattle voters and our supporters is the glacial pace of construction to Ballard and West Seattle. Sound Transit must do everything it can to expedite the construction of light rail in Seattle, including the elimination of projects that do not contribute the same benefits to mobility in Seattle. The line to Ballard is the single best project in the package, by every possible metric (Ridership per dollar? Check. Potential for Transit Oriented Development? Check. Potential for federal funding? Check.). Seattle voters will not support a package unless they will live to ride the rail.

2. Make Ballard to Downtown fully grade separated.

Once light rail is constructed at-grade, our city will be stuck with a flawed system, forever. Delays from our existing stretch of at-grade rail ripple throughout the system and limit the future capacity of rail through the Rainier Valley. All new light rail must be constructed with grade separation. This line, in particular, needs to be built to the highest quality possible. The high range ridership estimate for Ballard to downtown is 145,000 riders per day, which would mean:

-Ballard to Downtown's daily ridership will be greater than the entire population of Bellevue.

-Ballard to Downtown's daily ridership will be equivalent to the entire Portland MAX system.

3. Provide complete funding of an Environmental Impact Statement (EIS) for the extensions from Ballard to UW and from West Seattle to Burien, and add both lines as "provisional projects" if additional funding becomes available.

Completing the EIS for the extensions from Ballard to UW and from West Seattle to Burien will deliver those projects six years faster once funding becomes available. That makes the lines closer to "shovel ready," and creates the possibility that they can be built in ST3 if additional revenue becomes available through federal grants or cost savings on other projects. Just this year alone, Sound Transit is \$240M under budget on projects under construction, and the agency will also receive \$600M in unexpected federal grants. Seattle needs a plan that will leverage the benefits from Sound Transit's continued success.

4. Fund Study Work for Future Lines.

Though this is very likely the last time Sound Transit will use the regional funding mechanism applied to ST3, Seattle's need for high quality transit will not stop when these projects are done. We need to think long term and start the planning that is necessary for a future local measure, new Sound Transit funding mechanisms, or state/federal funding opportunities. Sound Transit must study additional lines in Seattle, including the "Metro 8" from Belltown to Judkins Park via South Lake Union, the Central District line, and from Ballard to Bothell via Greenwood and Lake City.

5. Fund the 130th Street station

The agency believes opening the 130th Street station before the completion of ST2 would alter its application for federal funding, forfeiting federal funding that has already been awarded. That said, there is no reason not to fund the station through ST3, so that construction can begin immediately after ST2 is completed. Seattle is already planning to upzone the 130th Street area, and this station will be a critical connection to Lake City. Funding the 130th Street station is the only way to extend our rail system to serve that urban hub.

* * *

As a final point, the estimates used to determine these project schedules need to be realistic, rather than so pessimistic that they can't be missed.

ST3 serves no one if it doesn't pass. To obtain approval from a majority of voters throughout the Sound Transit district, it's expected that the measure will need to win support from over 65% of Seattle voters. The draft plan presented by Sound Transit would fall far short of winning this support, but could be turned around with the changes we suggest. Seattle voters will enthusiastically support a measure that includes the right projects – our need for high quality transit solutions cannot be overstated. Thank you for your consideration.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/31/2016	Email	98108

Comment

I am fortunate enough to ride Link light rail daily from my home in Columbia City to my work at Two Union Square every single day -- in fact, it's no accident, I purchased my home in Columbia City purposefully to be near a light rail station. Many of my fellow citizens however don't share the luxury of mobility and choice that I have when choosing where to live and work.

In its current form I won't be able to vote for the ST3 measure. I implore the board and our local leadership to seek a solution that works to solve more of our transit problems, faster.

Table stakes for this, from my perspective, are:

Expedite construction of light rail in Seattle. The massive uptake in ridership since U-Link opened should be proof that Seattle desperately needs grade separated mass transit now. We cannot serve the needs of the people with one, single line. We cannot wait 22 years to get to Ballard (I'll be 62!) or 15 years to get to West Seattle. The health of our city and its business environment depend on it.

As an employer with offices around the globe and our world-wide Corporate HQ in Seattle, I can already tell you it's very hard finding staff in Seattle who are willing to travel from the places they can afford to live, to the places where the work is. It's far easier for me to fill these roles in other cities. That's a problem for the long-term viability for Colliers International's HQ in Seattle.

This includes funding EIS work for Ballard to UW and West Seattle to Burien as quickly as possible to make these projects "shovel ready".

Build grade-separated transit. Light rail through my neighborhood is a disaster. The trains run painfully slow (35mph max). Each week service is interrupted with blockages on the track leaving riders stranded. We need to not repeat this mistake. Riding the line north to UW already demonstrates how transit should work, and how poorly served the south end is by transit-at-grade.

Study future inner-city lines immediately. We need to think long term and start the planning that is necessary for a future local measure, new ST funding, or state/federal funding opportunities to connect the city.

Fund the Seattle/130th St Station in ST3. This will be a critical connection to Lake City and has extensive community support <https://www.facebook.com/130thStLINK/>

Many thanks for all that you do. I'm excited to see progress being made. I think we're headed in the right direction, we just need to fix the problems the city faces faster, or lose out to other more agile metros.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
03/31/2016	Email	98115

Comment

Hello,

I am a Seattle homeowner and daily transit commuter. Unfortunately, I will not be able to vote for the ST3 package as proposed.

To earn my vote, the Ballard line will need to be fully grade separated and the Ballard project timeline will need to be moved forward.

Thank you,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

Hello,

I am writing to urge you to follow the steps laid out by Seattle Subway in this Seattle Transit Blog article to improve ST3 projects in Seattle. I will simply say that, without these improvements, I will be voting No on ST3. The improvements necessary to gain Seattle support are:

- Full grade separation for Ballard-downtown
- Expedited timeline for Seattle projects. We can't wait 22 years for Ballard.
- Funded EIS and contingency for Ballard-UW to allow the possibility to build it with funding.
- Fund studies for the Metro 8 line.
- Fund 130th St

These are relatively simple fixes and will ensure the widespread support of Seattleites. Otherwise, ST3 will likely fail in November.

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

Good Afternoon,

As a recent Seattle transplant from NYC I just wanted to say I love living here. That being said, I was excited when I found Seattle Subway and saw what the potential future light rail network could be if we did it right. ST3 killed all that excitement. It's completely unacceptable in its current form and I will much to my own regret vote NO on ST3 unless it is changed. What would earn my YES vote is the following as written by Seattle Subway on Seattle transit blog. (<http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/>)

1. Expedite the construction of light rail in Seattle.

The biggest criticism of the proposed package that we've heard from Seattle voters and our supporters is the glacial pace of construction to Ballard, and to a lesser extent, West Seattle. Sound Transit must do everything it can to expedite the construction of light rail in Seattle, including the elimination of projects that do not contribute the same benefits to mobility in Seattle. The line to Ballard is the single best project in the package, by every possible metric (Ridership per dollar? Check. Potential for Transit Oriented Development? Check. Potential for federal funding? Check.). Seattle voters will not support a package unless they will live to ride the rail.

2. Make Ballard to Downtown fully grade separated.

Once light rail is constructed at-grade, our city will be stuck with a flawed system, forever. Delays from our existing stretch of at-grade rail ripple throughout the system and limit the future capacity of rail through the Rainier Valley. All new light rail must be constructed with grade separation. This line, in particular, needs to be built to the highest quality possible. The high range ridership estimate for Ballard to downtown is 145,000 riders per day, which would mean:

- Ballard to Downtown's daily ridership will be greater than the entire population of Bellevue.
- Ballard to Downtown's daily ridership will be equivalent to the entire Portland MAX system.

3. Provide complete funding of an Environmental Impact Statement (EIS) for the extensions from Ballard to UW and from West Seattle to Burien, and add both lines as "provisional projects" if additional funding becomes available.

Completing the EIS for the extensions from Ballard to UW and from West Seattle to Burien will deliver those projects six years faster once funding becomes available. That makes the lines closer to "shovel ready," and creates the possibility that they can be built in ST3 if additional revenue becomes available through federal grants or cost savings on other projects. Just this year alone, Sound Transit is \$240M under budget on projects under construction, and the agency will also receive \$600M in unexpected federal grants. Seattle needs a plan that will leverage the benefits from Sound Transit's continued success.

4. Fund Study Work for Future Lines.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Though this is very likely the last time Sound Transit will use the regional funding mechanism applied to ST3, Seattle's need for high quality transit will not stop when these projects are done. We need to think long term and start the planning that is necessary for a future local measure, new Sound Transit funding mechanisms, or state/federal funding opportunities. Sound Transit must study additional lines in Seattle, including the "Metro 8" from Belltown to Judkins Park via South Lake Union, the Central District line, and from Ballard to Bothell via Greenwood and Lake City.

5. Fund the 130th Street station

The agency believes opening the 130th Street station before the completion of ST2 would alter its application for federal funding, forfeiting federal funding that has already been awarded. That said, there is no reason not to fund the station through ST3, so that construction can begin immediately after ST2 is completed. Seattle is already planning to upzone the 130th Street area, and this station will be a critical connection to Lake City. Funding the 130th Street station is the only way to extend our rail system to serve that urban hub.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

Hello ST board members,

The ST3 package is a tough deal to vote for. The timeline and cost seem too bloated for what will be built. Does ST believe that widely over-delivering, after this much padding, will impress voters 25 years from now? Or is that missing the point? Maybe there's a balance of impressing voters when they actually vote.

That the lowest-capacity Ballard to DT choice on offer a few months ago is now being pushed is nearly insulting to this Seattle voter. I would rather vote no, and wait 4 years longer for the next attempt, but come out ahead with a revised Ballard to DT connection with future proof capacity plus a reasonable time span (and fewer net years), than what's offered now.

Thank you

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

Hello,

I am a constituent and home-owner in Seattle who is very, very excited about the possibility for adequate rail in our city. I've only lived here 5 years, but I truly love this city and don't want to move. Transit can take years, but good things take time and money. That said, the project is not worth doing if we won't do it right the first time. Our city is at a turning point where we could set it up to be successful for decades and decades. By creating a transit system for the long-term we can work around the geology of our city by opening up more land to more people, to allow growth and mobility for everyone, and to create affordable housing by expanding the available land whether you're coming into Seattle or just going across it. We must help keep our city from further isolating and must begin to open up, or we'll turn into a landlocked playground for tech workers like me where every apartment for a family is \$5000.

This article is correct in all points: <http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/>

I am one of the property owners you will be taxing, and I say: Come to us with the REAL solution, one that will last and make this city accessible, fair and livable for EVERYONE, from tech workers like me to artists, lawyers and contractors. Transit helps to equalize, helps our city adapt to the new people who move here and helps us move beyond our limiting geography.

An at-grade line from Westlake to Ballard will not be the best option, and it isn't a vision of the future. It's asking for money to buy a worse product instead of asking for what you need to do it right. I am one of the ones you will be taxing, and I will give you all the money you need to make this happen, but only if it's a truly progressive, useful, and well thought out project.

Listen to STB and Seattle Subway, and one day Seattle will be the core of a large, well functioning metropolis.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

Hi,

When I read the new draft of the proposal for ST3 to Ballard I was deeply disappointed. Having at-grade solutions helps nobody. Adding more traffic to an area that is already at its breaking point seems like a big drain to dump money in. We need solutions that will carry Seattle forward. Right now I can take the 40 bus into work, but since it has to fight traffic it is actually faster for me to walk in to work. We need a solution that is faster then getting there by car. and that means we need a system that is unaffected by traffic. You cannot have a system at-grade not affected by traffic. Just look at the line from downtown to the airport. As Seattle is growing it is clear that there needs to be a proper transit system. People will use the system if it is a help, if the offer is barely any better people will still use their cars and then we have no riders on the lightrail and more traffic to handle.

Please make sure we do the right thing and stop waisting money.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

03/31/2016

Comment Source

Email

Zip Code

Comment

Hi Dow,

I'm writing you today because of the notation in ST3 Draft plan that the NE 130th Station is 'provisional'. This is very disappointing.

Firstly, calling ST3 a 'draft' is deceiving to the public because if we can't make adjustments to it or risk federal grant money, it's really a 'final'.

Secondly, the NE 130th Station is vital to North Seattle residents. Have you ever tried to drive through Northgate during the afternoon rush hour?!? It's already very congested and forcing feeder buses and more commuters from Broadview, Bitter Lake, and Lake City there to connect to the Link instead of 130th is pretty short sighted. Additionally, the NE 130th station is so cheap in comparison to the other ST2 and ST3 projects but would have such a great impact to the communities here.

I'd like to strongly ask you join Debora Juarez and District 5 in ensuring that the NE 130th Infill Station receives funding. Thank you.

~ A homeowner in District 5

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

As a Seattle voter, I'm trying to understand what I will get out of ST3. And basically it seems not much for 20 years.

I agree with every point on this blog.

<http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/>

Frankly I wish there was a way that Seattle could contribute or a way to more so we can speed up and have the projects we want along with these other improvements. I'm disappointed with the current project.

Thanks,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

Im a Seattleite and I am 100% against ST3 as proposed.

- The Ballard line should be the first line completed. It will have strong ridership and provide strong numbers for PR.

- The Ballard line should be grade separated north of Interbay. Any future extension will be grade separated. That area has too much traffic for an at grade rail line the problems would be worse than in Rainier. It would not cost that much more to do the little Ballard bit right the first time rather than broken the first time.

- The UW-Ballard line and the Denny to the CD line should both be included as a "possible future lines pending funding". The ST region will not fund these lines. However, it is probable that the Seattle voters could provide the funding in a future vote. Have the whole thing set up and shovel ready when the money comes.

Basically, Seattleites want as much grade separated transit as fast as possible.

ST3 should at least facilitate it all pending funding.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

03/31/2016

Comment Source

Email

Zip Code

Comment

Hello,

I'm writing to express my disappointment in the ST3 Draft Plan released by Sound Transit. As a Ballard resident and a long term transit enthusiast, I have really been looking forward to this election for many years. Now that I see I have to wait 22 years for an at-grade train over a drawbridge, I'm not so excited. I do like the new downtown transit tunnel and the plan to get to West Seattle, but what about the Ballard to UW line? We could get that done a lot sooner than 22 years and the ridership would be pretty high.

I know this is a regional plan, but Seattle is going to have a hard time voting for this plan as is. Can we fix it before it goes to vote?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

03/31/2016

Comment Source

Email

Zip Code

Comment

Members of the Board,

Thank you for your service and commitment to providing the Puget Sound region with the best possible transit system.

Like many Seattle residents, I am disappointed by elements of the ST3 draft plan. The very slow pace of light rail development to West Seattle and Ballard is unacceptable. These neighborhoods need rail options as soon as possible, not 20 years from now. Seattle has the biggest group of potential "yes" voters for ST3 - give us something to be excited about without feeling like we are being asked to pay for a project we may never get to utilize.

The plan should also do everything possible to aggressively plan for Ballard - UW and West Seattle - Burien and hope to begin elements of those projects either during ST3 or make them "shovel ready."

Thanks

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

I fully support the changes described in STB today by Seattle Subway.
<http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/#more-78990>
Without similar changes to this proposal I will make my first no vote to transit in 25 years.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

22 years to Ballard and 15 to West Seattle is WAY too long!! Please do what you can do make this happen sooner - I support the proposals outlined at How to Fix ST3 so Seattle Will Vote For It and I believe that most Puget Sound residents do too. It's time for a real transit solution NOW - I know it can't happen overnight but it should not take decades. Thank you for doing whatever you can to get this up and running much sooner!!!

Thanks -

(Ballard resident who would be SO HAPPY if light rail could take me and my neighbors to downtown/eastside/West Seattle)

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

ST Board,
Pedestrians crossing train tracks with frequent 2-way traffic in a congested urban environment will lead to fatal accidents. It is extremely disappointing that surface rail projects are considered in ST3. Many cities around the world are taking passenger and pedestrian protection a step beyond even grade separation by installing platform screen doors to their train stations. A progressive region like the Pacific Northwest can not continue to build dangerous 20th-century-style transportation systems.
All future light rail construction must be grade-separated.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

03/31/2016

Comment Source

Email

Zip Code

Comment

To the ST Board Members,

I strongly support all the points in Seattle Transit Blog's post from today regarding the state of ST3's Seattle plans, guest written by Seattle Subway:

<http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/#more-78990>

Seattle needs a fully grade-separated Ballard line, and it needs it yesterday. 22 years from now is simply unacceptable. This line should be built on absolute priority, as fast as humanly possible, and it has to be done right (100% grade separated). I don't even live or work anywhere near Ballard, but this is what is necessary for Seattle as a whole. This needs to be sold to the suburbs with the quite valid argument that once Seattle gets decent mass transit, pressure on the I-5 corridor will be reduced. Spreading out funding to go to Everett and all kinds of other places just doesn't make sense. Outlying suburbs WILL benefit from mass transit in Seattle in terms of reduced traffic into the city, and the voters there must be made to understand that logic.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

03/31/2016

Comment Source

Email

Zip Code

Comment

Hello Board Members,

I know you're busy so I'll keep this short. It is imperative that ST3 builds Ballard to downtown FIRST, not in decades from now. It is one of the most popularly supported lines with the best ridership and highest chance for federal funding. And for god's sake, KEEP IT GRADE SERPAERATED! Don't make the same mistake as on MLK. I've heard riders complain about how we have to slow down for street traffic, people have gotten hurt in intersections, all in all grade separated is the ONLY way, and Seattle voters know it. Additionally, make funding immediately available for Ballard to UW grade separated rail. I've not met a single person who, when told that the board is refusing to fund the line, not reacted with anything from distaste to incredulity.

I'll be sure to visit your open houses and voice my opinion. This is an important package, and right now is simply unsatisfactory for our city's internal needs. Stop focusing on the suburbs, and give the city its much needed light rail!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

03/31/2016

Comment Source

Email

Zip Code

Comment

Hello Board Members,

Long time resident of Seattle here, business owner, and a citizen that will be here for a very long time.

I will not be voting this package until we consider a full complete package for Seattle proper as suggested in numerous transit blogs namely, seattlesubway.

I know this is a little selfish for me to say to not vote for something that progresses this area. As a citizen in a high income bracket and a property owner, I will pay my fair share of taxes to get the transit this city needs. Please reconsider how we can get a regional package and a package for Seattle proper as the density of this town can only grow higher.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

Dear ST Board,
I ask that you'd consider the following critiques outlined in the following blog post in your efforts:
<http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/>
Thank you for your work on our growing metro area.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

Your survey did not allow much input. The questions were very restricting. I thought there was another option regarding light rail to Ballard: a line going west - east via Wallingford to UW. That would be my preference, as the traffic on 45th Street is gridlocked to the extent that I avoid the whole area. Transfers from UW to Westlake would be fast enough. And why is some improvement to the atrociously late #8 not even considered? Some creativity as to alternate streets to Denny is really needed.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

I want to add my voice that I agree completely with the Seattle Subway organization. Please make Seattle a greater priority in the final ST3 package:
<http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/>

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

Hello, I am a Seattle voter and I intend to vote NO on the current ST3 plan. Much of my feedback matches the post from Seattle Subway and I would ask that you please consider these recommendations.
<http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/>

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/01/2016	Email	98102

Comment

Dear ST3 planners,
how is ST3 planning for advent the of self driving cars in the next 10-20years? While uncertain, It seems foolish to ignore a potential paradigm shift in private and public transportation. Careful planning for technology advances will be a great factor affecting my support for future transport initiatives!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/01/2016	Email	98103

Comment

I think that you should move ahead, with all due speed, to broaden the regional transit system. It would be lovely if one could easily take transit across the entire Sound Transit area.
We should be moving toward more mass transportation and fewer individual cars on the highways.
Thank you,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/01/2016	Email	98112

Comment

I'd like to offer my feedback on the draft plan. I hope you take these into consideration when you are formulating the final plan so that we can ensure a high quality transit system into the future. If we're operating on such a long timeline and a lot of people won't even see the benefits of a built out system in their lifetime. I'd hope the trade-off would be that people can be satisfied in the fact that they are leaving the best possible system that will support the growth of the region into the future and enhance quality of life for future residents as much as possible. Here are my suggestions

Make Ballard to Downtown fully grade separated and consider different alignment.

This was probably my biggest issue with the draft plan. If it's going to be one of the highest ridership lines in the system, don't you want the highest quality of rapid transit? Please don't half ass this portion and make it less useful to save a few dollars. The most used portions of this system running through the region's urban core need to be the highest possible quality. If they're not, how can they be competitive with driving? If people have to wait 20 years for it, don't you want it to be for something they can get excited about? Not something that could shutdown because of a clumsy driver or is too slow be competitive with driving?

Provide complete funding of an Environmental Impact Statement (EIS) for the extensions from Ballard to UW and from West Seattle to Burien, and add both lines as "provisional projects" if additional funding becomes available.

Completing the EIS for the extensions from Ballard to UW and from West Seattle to Burien will deliver those projects six years faster once funding becomes available. That makes the lines closer to "shovel ready," and creates the possibility that they can be built in ST3 if additional revenue becomes available through federal grants or cost savings on other projects. Just this year alone, Sound Transit is \$240M under budget on projects under construction, and the agency will also receive \$600M in unexpected federal grants. Seattle needs a plan that will leverage the benefits from Sound Transit's continued success.

Fund Study Work for Future Lines

If you want to avoid the push back on the project time line you saw with this draft plan why not start studying future lines now? Sound Transit must study additional lines in Seattle, including the "Metro 8" from Belltown to Judkins Park via South Lake Union, the Central District line, and from Ballard to Bothell via Greenwood and Lake City. Seems kind of cray to build first a line to Ballard through warehouses and rail yards that will hardly serve anyone between downtown and Ballard rather than lines like the Metro Route 8 or Ballard spur that would serve a continuous connection of dense built up area. But anyway, I know the Ballard spur study is in the plan. Could you also include the metro route 8? Pretty sure that would prove to be one of the most productive lines in the network since it would serve the fastest growing and already dense neighborhoods in the city.

Fund the 130th Street station

I hear you're delaying this project because you're afraid it would alter application for federal funding or forfeit federal funding that has already been awarded. Even if that's the case, why not to fund the station through ST3, so that construction can begin immediately after ST2 is completed? Seattle is already planning to upzone the 130th Street area, and this station will be a critical connection to Lake City. Please don't waste this great TOD opportunity by delaying this station.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Thanks for taking my comments.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/01/2016	Email	98115

Comment

Sound Transit 3

Allow me to introduce myself. I am a registered voter living in Seattle's North Ravenna neighborhood. I'm a 75 year old, retired Navy person who served a combined enlisted and officer time of 26 years. I'm a UW Dental School Alumni from 1973. My wife is also a UW Alumni (2014) and holds a PhD Degree in Information Science from the Information School. She is also retired. We are both bus riders. We live on 20th Ave NE just 120 feet from a now deleted #72 bus stop and what was a 40 minute ride to the Westlake Tunnel station. It was a very convenient commute to ride the #72 to downtown and to switch to the Light Rail at Westlake to reach the airport in less than an hour. I can't fully express how bamboozled we feel over the way Metro has lied about what their intentions were concerning the changes they applied to the bus routes on 26 March.

When King County tried the \$60 vehicle tab ballot it failed. Mayor Murray had his minions crunch the data (so much for my "secret ballot") for Seattle zip codes and realized if were only offered as a ballot measure to Seattle's liberal voters it would pass...and it did and it will last 09 years...along with the "Move Seattle Forward" property tax ballot measure to fund transportation issues. Metro threatened that if the \$60 tab did not pass on the second ballot it would be forced to eliminate several bus routes...the #72 and #73 were two on that hit list...but if it passed, then service would be enhanced for those and several other routes. Now, the #72 is eliminated and neither the #73 or #71 will go to downtown and instead take riders to near the University Light Rail station at Husky Stadium. The bus riders of my neighborhood wanting to commute to downtown must either walk 5 blocks East to 25 NE and ride the #372 to the UW Campus and then walk 1/4 mile to the light rail station or walk 5 blocks West to 15th and ride the #73/373 to a stop near the UW Hospital and then walk to the light rail University station. One additional option is to walk 5 blocks North and catch a #522 near 20th and Lake City Way.

During the past week I've tested all the University light rain-bus connections as well as the 522 route. The only route that possibly "matched" my old #72 transportation experience was the #522 bus. The 72/373-light rail routes require transfers and are as much as 30 minutes longer than the #72 was. The #372 route drops you off on the UW campus and it's at least a 1/4 mile hike to the stadium station. In addition to receiving less efficient transportation choices from Sound Transit and Metro I'm forced to pay on my single vehicle annual license fee, \$27 Regional Transit Authority tax, \$30 License fee funding highway improvements, \$10 vehicle fee funding highway improvements, and \$80 Transportation Benefit District fee funds. Last, partly due to the "Move Seattle Forward" ballot issue being approved my property tax increased by \$600 this year. My income is fixed, I'm taxed out! Any future ballot request for additional taxes from this household will definitely receive a NO vote!

Regards,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/01/2016	Email	98118

Comment

Could one of these talks be held in South Seattle?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/01/2016

Comment Source
Email

Zip Code

Comment

When the neighborhood plan for Ballard was accepted by the City Council we agreed to allow for Urban Density in our central core. This concession was rewarded with a promise to have priority selection when new Sound Transit stations were to be opened.

According to the ST3 proposal Ballard will not be considered for a station for 22 years. I find this switch and bait to be very discouraging. As a neighborhood we agreed to the city's request for more dense housing and as a result our core area has seen charming, well constructed homes being replaced by condos and town houses. Thus reducing property values and changing the complexion of this historic neighborhood. As a neighborhood we have paid the price now it is time for sound transit to honor its obligation.

I sincerely ask you to reconsider your long term plan and move Ballard into the same position as West Seattle in getting a station within the next 8 years. This is what was promised and should be honored.
Mary Fortino (Ballard Resident since 1996)

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/01/2016

Comment Source
Email

Zip Code

Comment

Hello,

The way I see it, Sound Transit 3 includes spending a fortune building parking garages in suburbia for Light Rail, bus and train riders, and City of Seattle folks get nothing. Sound Transit has vacant Seattle properties perfect for parking lots, but parking is not allowed. Even disabled people cannot park at Light Rail. As for the connecting buses idea, it is not working. I am not inclined to vote for an expensive building project that will provide suburbanites with benefits that Seattle folks cannot have.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/01/2016

Comment Source

Email

Zip Code

Comment

I applaud the overall plan for Sound Transit 3 and sincerely hope it passes.

As a resident of Ballard who is close to 50 years of age, I am dismayed at the timetable for connecting my neighborhood to the light rail system. Ballard has become a very dense neighborhood (with no end in sight to adding to this density) as planned for by the City of Seattle. In fact Seattle, by its own admission, did not expect this much change in Ballard. Given the density, Ballard has very poor transportation options and road traffic continues to worsen with commuting drivers opting to bypass arterials and drive through neighborhood streets. While this mess continues to worsen it has been frustrating to watch the City of Seattle build a street car line that takes a bizarre convoluted route from Pioneer Square to Capitol Hill – not a route traveled by many people at the best of times. Without question, light rail from Ballard to Downtown would add a significant number of riders to the system.

A further consideration that may not have been known when the project list for ST3 was put together, is that the Expedia HQ will add thousands of commuters to the Ballard-to-Downtown Interbay corridor. This route, used both by cars and express buses, is already choked up at rush hours and beyond. Once Expedia is fully occupied, anyone can see that this will become a non-functional mess. Again, like the Urban Density in Ballard, the City pushed for Expedia to occupy this space, but there is no transportation infrastructure to match the urban planning.

So I urge a serious rethink on the timetable for connecting light rail to Ballard. Please move this up the priority list. In all honesty, waiting 22 years for Ballard to get Light Rail strikes me as really shortsighted. You can almost guarantee that once Expedia gets occupied that questions will be asked and fingers will be pointed wondering why there was no foresight and planning to avoid a traffic disaster that was self-evident to anyone familiar with the area. Answering that criticism by stating that Light Rail is coming in 2038... good luck with that.

Yours sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/01/2016

Comment Source
Email

Zip Code

Comment

I am absolutely in favor of extending light rail in Puget Sound. I live in Phinney and am retired; so I probably will not benefit as much as I would if I lived elsewhere and worked. But we MUST provide more transportation options to avoid even more gridlock on streets and highways.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/01/2016

Comment Source

Email

Zip Code

Comment

Hello Board Members,

First of all I want to thank you for taking the initiative and going big with the ST3 proposal. The region needs a comprehensive system that will serve us for generations to come. Like many others I am disappointed by the painfully long timelines, and I hope your final proposal will at least include some contingency plans for possible acceleration of the project. If you want this to pass you need to give the people some hope! I'm also a little bothered that projects which will move the most people seem to have taken a backseat to projects the farthest from the population center in Seattle. I know that the new downtown tunnel is the single largest and most expensive part of the entire expansion, and it will take a long time. Still, the line from downtown to Ballard will fundamentally change the city and should be completed at the highest priority level. I trust that you understand these priorities better than I, but I want to push you on this anyway.

In general, I am in agreement with the Seattle Subway group on what should be done. Seattle is growing faster than the rest of the region and will continue to do so for the foreseeable future. As the city grows into a global economic powerhouse the needs for transportation will only increase. As such, the metropolitan projects should be the best they can possibly be and should be accelerated as well. The Seattle Subway priorities such as Ballard-UW and the Metro 8 line would be nothing short of transformative. The Ballard-UW should be included not only as a study, but as a contingency project if funds/timeline become available. The Metro8 line should be studied with the possibility to be created as a project. If Sound Transit can't build some city lines as part of the regional system, local lines could be built by the city itself. Finally, I want to reiterate criticism I've read about insuring lines remaining grade-separated. Subway/Light Rail lines should never be caught in traffic.

For further reference, please refer to Seattle Subway's recent post to the Seattle Transit Blog. These guys know what they're talking about:

<http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/>

Not only do we want this project to be great, we also want to see it passed by the voters!

Thank you and I look forward to seeing the completed proposal later this spring.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/01/2016

Comment Source
Email

Zip Code

Comment

Hello,

ST3 needs to pass. We can no longer sit by and put off mass transit building for another day. This should have been done decades ago but since it wasn't it is our duty to do it NOW. Every day I sit in congested traffic when I could be taking light rail to work if only it was built. The buses suck. They're stuck in traffic like the rest of us. And, NO, making more bus only lanes and taking away from the general traffic flow is NOT COOL.

To paraphrase Shia LaBeouf, just do it! Don't let your dreams be dreams. Yesterday you said tomorrow. SO JUST DO IT.

https://youtu.be/ZXsQAXx_ao0

Etc.

Thanks for listening.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/01/2016

Comment Source
Email

Zip Code

Comment

Seattle will be footing the VAST majority of this bill. Inter-Seattle transit needs to be heavily, HEAVILY, prioritized. Downtown is expected to have huge residential and corporate growth, with apartment and condo towers sprouting near Columbia Tower (4C), First Hill, SLU, and more. Downtown is where people are going, serve their travel in the city, then worry about the suburbs. The first eight years should be Ballard and West Seattle. If you want \$50bn, start building right away. Do BRT at the same time if need be. You'll have billions.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/01/2016	Email	

Comment

Dear Sound Transit Board,
Thank you showing us your plans for ST3. I appreciate you being transparent about our long range plans. i love that you guys are thinking long range and have been more ambitious. I have lived and worked in Seattle for over 20 years and have ALWAYS voted for any transportation levies.
However I'm considering voting against ST3. It is frankly not ambitious enough and seems to neglect the seattle proper in favor the suburbs.
I'm a ballard resident so I am particularly appalled at how poorly thought out (at grade!) and slow to build (22 years!) the Ballard line seems to be.
I've decided to throw my support behind the transit advocates at Seattle Subway who have made some excellent and concrete suggests for how fix the situation.
(<http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/>)
Please consider augmenting your plans to be more inline with theirs.
Thank you,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/01/2016	Email	

Comment

Hi –

I know you have worked hard on ST3 and while I am not some robot for all the various transit blogs in Seattle I do believe (the transit blogs) have offered a better solution and I request you take them into further consideration. I am not at all enamored with a system designed for my grandkids that doesn't even begin to address our transit needs in Seattle for decades. The station at Graham is a joke...2043? We need IMMEDIATE transit solutions...need to redouble our efforts for city transit. Need a Ballard to UW line as well.

One thing I do like is the Redmond to Issaquah line. That is a creative solution. It's too bad about Kirkland, but maybe they will come to their senses.

I live in South Seattle, bought there 13 years ago with an eye on the "future" Columbia City station, and I work in Eastgate. So incorporating the Eastside IS important to me...I just think you need to take Seattle's dire transit needs more into consideration at an accelerated pace.

Please study how Los Angeles is working over time to install light rail.

I believe Seattle Subway addresses our needs in a very thoughtful way:

<http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/>

Thank you,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/01/2016

Comment Source

Email

Zip Code

Comment

Members,

First thanks for pushing hard to help Seattle and the surrounding region move into the future.

I hope that you and your team would reconsider some options present in the current proposal. Namely, the prioritization of suburban ridership over city ridership, and the lack of grade separation for the Ballard route.

East-West traversal of Seattle is currently a nightmare, is getting worse, and updating ST3 now gives us a chance to fix that in the near term. Seattle is growing at an alarmingly fast rate and making the changes to support growth now is extremely important. As the population grows, so will the number of cars on the road. The Ballard route alone will have daily ridership that rivals the entire population of Bellevue. Enabling people to take the light rail makes travel faster and safer for them, and takes cars off the road, improving conditions for those who still need to drive. This also has an effect on housing. Competent transit options in the city will allow residents to spread out, avoiding local clumps of high demand in parts of the city. Grade separation for the Ballard route will give us a permanently better solution that will without question make up for the up-front additional difficulty.

Also, there are currently already reasonable options for public transit across the lake, as buses have HOV access and partially exclusive lanes for parts of their routes. I work in Redmond and can consistently get from Capitol Hill to OTC in 25-30 minutes.

Please help make the changes we need, and give the residents of the region the opportunity to get the most out of a light rail system. We can be a model example of modern transit in America. Let's get it right, now, while we still can.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/01/2016

Comment Source

Email

Zip Code

Comment

Hello-

I've lived in the city for 20 years. I always try to work close to home. But even working within a 5 mile radius of where I live, the traffic has gotten horrific in the last two years.

I'm very excited that there's a plan to get more cars off the road.

I live on North Beacon hill. There was no transit to West Seattle that was worth the extra time it would take me, plus the cost. I am soon going to work on Capitol Hill. At this point, I would still need to drive.

Thank you for planning a transit system that will help me and my kids spend more time together and be safer. Not to mention saving the environment!

I love the city, let's keep it green.

Cynthia

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/01/2016	ST3 Web Form	98103

Comment

In the Seattle Times I learned that the link to Ballard is not expected to be completed until AFTER 2030. There is no mention of the timeline in your materials - a rather large omission. You need to speed up the Ballard project if you want people from our area to vote for it. Ballard is one of the densist areas in King County. Please do a better job of being forthright with the proposed timelines.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/01/2016	ST3 Web Form	98121

Comment

Because of the stupid light rail being extended to I district I lost the 66 bus I needed to get to the building I go to for follow up cancer treatment and because I am disabled I feel it is wrong. You should have not extended the light rail and kept the buses people need to get where they are going. It really put me out I pay a fair increase and cause soundtransit decided to waste money extending the light railni lost an important bus to a medical facility I say stop extending I do not lijevthevlight rail nor do I want to now due to a lot and looking my bus

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/01/2016	ST3 Web Form	98177

Comment

What is being done to service Carkeek Part area? Have we been forgotten?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/02/2016	Email	98103

Comment

I am writing in support of the following points with respect to ST3:

1. More light rail in Seattle, and sooner. Especially the Ballard line. It will have the biggest impact on traffic and commutes and it will have the greatest benefits for the greatest number of people per dollar spent.
2. More grade-separated transit. The added cost is more than offset by efficiency and reliability gains, and drivers can't complain that transit is stealing roadway.
3. It would also be great to start planning for further build-out of grade-separated rail to serve other densifying neighborhood cores and enhance the existing network.
4. Suburbs should be served by commuter rail to a downtown hub; light rail/subway should serve the city and not be stretched too thin geographically.

Thank you

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/02/2016	Email	98117

Comment

I live in Ballard, and find you transit plan to be a complete insult. Ballard was up zoned to allow higher density development 15 years ago when you were planning to run a monorail up 15th. You killed that plan, but have let the builders build thousands of units with no infrastructure to support it. Now the city plans to up zone Crown Hill. And let the builders throw up more units, again with no infrastructure. And then you have the nerve to set out a plan where you won't bring transit to Ballard till 2038 - and expect me to absorb tax increases for 22 years... How insulting!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/02/2016

Comment Source
Email

Zip Code

Comment

I live in lake city and must take 2-3 busses to get to the east side, Bellevue and Redmond. It would be great to have better service without so many transfers. Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/02/2016

Comment Source

Email

Zip Code

Comment

Ballard should be prioritized ahead of the current schedule so that it is one of the first projects, instead of close to the last project. The current transit times to downtown are ridiculous for a seven mile distance, and Ballard/Crown Hill is the main area of north Seattle being infilled per the HALA plan, despite lacking high speed transit and with only one main bus route outside of commute hours. Prioritizing Everett and Lynwood sooner than areas in Seattle, particularly Ballard, is frustrating to those who live here and will simply increase sprawl. We need to first decrease congestion in the Seattle corridor and then move to far exurbs.

The Ballard line should also extend up to crown hill/Holman since much local affordable housing is located in that corridor.

It also should be routed along 15th to downtown via existing rail corridor- ridiculous to build a tunnel when existing corridor could be used. Let Queen Anne residents walk to interbay to take the light rail- they can already walk to downtown from where they live, have the monorail and tons of bus service.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/02/2016

Comment Source

Email

Zip Code

Comment

I would like to put my impute into this discussion, I am against this plan all together, but if you have to do something it seems to me the plan form evrett to Seattle should come first. But when we do not seem to have enough money for schools, (as we are continuously told), and roads are not being fixed, and every time we have an increase for fixing roads 60%goes to sound transit and bicycles, there is so much congestion on the roads and yet nothing is being done about that. We are also told we do not have enough money for our crumbling roads, and yet you want to raise taxes for this, and its going to be years and years before some of this is finished and the cost will obviously go up, besides the money, when you plan for something so many years ahead, you have no idea what new technology will be here. Here in Seattle we have had many new taxes, and extended taxes and we hear they want more property taxes, where does it end, when we all are lving in our cars or under the bridges, you an only squeeze people so dry. I hope this is reconsidered, besides the fact I don't agree with it, not everyone fits into a box , not everyone goes to an office for work and buses, and trains and monorails do not work for everyone, so they will not enifit from all this money spent but will be stuck paying the bill. Again I do not want this extension and hope you reconsider this.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/02/2016

Comment Source
Email

Zip Code

Comment

One missing link in the ST3 plans is the Central District of Seattle. This area is going to explode with higher density. There should be some kind of dedicated link between the Mt. Baker transit center and the UW husky station. It should run along 23rd, which would also provide a great transfer point at the upcoming Judkins station on I-90. There should also be a street car on Jackson as far East as possible.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/02/2016

Comment Source

Email

Zip Code

Comment

Hello Sound Transit,

I have been riding sound transit for just under a year as my primary mode of transportation in and around the city including commuting to work. I went from being a non-bus rider to being a bus-rider 90% of the time. I have enjoyed the freedom of not having to fight traffic and the feeling that I am contributing to a cleaner, safer, less congested environment.

However, I am deeply disturbed by how Sound Transit has chosen to do fair enforcement. Every time the fair-enforcers come through asking for everyone's passes to feels stressful and intrusive. I think "oh no, did I remember to swipe my card?" "What if someone on this light rail forgot?, What will happen?" I have witnessed a few encounters that really bothered me in which the fair-enforcers told people that they must step off the light rail. In every case, the person in question has either been a person of color or someone who appeared to be homeless. I always feel terrible and scarred for them.

Then, yesterday evening my 17 year old daughter and I decided to go explore and take the light rail to the new University District stop to grab dinner on the Ave. She had not been to that stop yet and we were both excited to set-off on our adventure. We live in South Seattle so it felt amazing to just hop on the light rail and head to the University District. I must have exclaimed several times how exciting this is and how I love the light rail!

However, on our way back home, we witnessed another incident that bothered me. There was a man in a King County Sheriff's uniform, riding the light rail from the U district station to the Capitol Hill station. He was alone. He had a sour expression on his face, an aggressive stance and adjusted his gun holster several times. As he was disembarking from the light rail he asked the one obviously homeless man if he had a pass. The man said yes and the Sheriff asked to see it. The man did indeed have a pass and the Sheriff left him alone. This seemed very strange and out of place to me. It is one thing if fair enforcers ask everyone but REALLY not okay to target one person because of how they look.

As my daughter and I returned home, we discussed the incident, which had made us both unhappy then went to our mailbox to get our mail for the day. And low and behold: I had not one, but two related pieces of mail in my mail box! The first piece was the "Time to Decide" flyer from Sound Transit, soliciting public comment on Sound Transit3 and referencing upcoming elections. The second piece of mail was a ticket for \$124 dollars from the King County district court for a non-traffic infraction with Sound Transit stamped on it.

Let me tell you about this ticket for a moment. Nowhere on the ticket does it say what it is for. This, in and of it's self, is anxiety producing. At first was I was totally baffled as to why I would have a ticket. I thought "This must be some kind of mistake." However, I thought back and realized that fair enforcers had come through recently and told me that my Orca card was not showing that I had swiped it. I told them, truthfully, that I had swiped it and I am not sure what happened. The fair-enforcer asked for my ID and told me, to always look at the kiosk and make sure that it went through. He did NOT say, at any time, that I would be receiving a ticket. So it was a complete shock to get the ticket. It should be a practice to let people know that they are getting a ticket.

As far as the \$125 goes, I am completely appalled and very angry. This does not encourage ridership nor support! If every time, I get on a bus, I risk getting a \$125 ticket and witnessing stressful encounters with fair enforcers, this does not bode well. It is not okay to fine people this much without more friendly education to the riders and posting signs which let people know the procedure and the fine amount. If the fine was a more reasonable amount that did not come from a court, I would happily pay it. An

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

example of this is, as an avid reader, when I have overdue library books, I happily pay my library fines directly to the library because 1) I know the money is supporting the library; 2) I don't feel like I am being treated like a criminal; and 3) I can afford the fines.

Affording the fines cannot be overstated: As a single mom, working at a non-profit, living in the City of Seattle, \$115 is all I have left over each month to eat out, pay for my daughters school activities and buy presents for family members birthdays, holidays, weddings and baby showers. This is true even, with very careful budgeting. What's more, I earn what is considered a living-wage. This month every penny of that \$115 was budgeted for some things that were very important to me and my family. And I got a surprise ticket that I must pay this month for \$124! I do not get angry easily. In fact, I have never written a complaint letter like this. But your policies are impacting my family and therefore hitting me at my number one core value AND making my life extremely difficult. Not only does this make my life difficult and stressful, this experience makes me deeply worried about families living in poverty who rely on public transportation. As more and more people witness or have these kinds of experiences, it gives Sound Transit a bad name.

Please reconsider your fair enforcement policies as you plan for the future. I think it is important in this diverse and growing city.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/02/2016

Comment Source
Email

Zip Code

Comment

I would be more inclined to vote for this if you replaced the proposed Graham St. station with an extension of the West Seattle line to the Morgan Junction.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/02/2016

Comment Source
Email

Zip Code

Comment

You should be aware that it is impossible to find the survey on the site referenced in your flyer and below.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/02/2016	ST3 Web Form	98115

Comment

I live on Sand Point Way which is on the same road - a direct line - to the new Light Link Rail station in the University District.

BUT, I and anyone in the entire Sand Point, Matthews Beach, Lake City area, AND anyone who wants to get to & from the SECOND LARGEST CITY PARK, Magnesun Park, CANNOT USE THIS NEW RAILWAY STATION.

Bus Routes 75 & 31 which are on Sand Point Way still take anyone from these areas at least a half mile deep into the University Campus, at the closest, to the new Railways Station! THIS IS A BRUTAL WALK WITH LUGGAGE FROM THE AIRPORT OR CHILDREN IN STROLLERS!!

CHANGE THE BUS ROUTES 75 and 31 TO TAKE US TO THE RAILWAY STATION.

OTHERWISE YOU'VE MADE ALL OF US IN THIS AREA SUFFER WITH TRAFFIC & CONSTRUCTION BLOCKAGES THE LAST FEW YEARS FOR NOTHING.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/03/2016

Comment Source

Email

Zip Code

Comment

Hello,

I'm a West Seattleite living at the Junction. I love the idea of rail and the new ST3 plan, and I would love to see the Junction in particular have light rail.

My main complaint about the ST3 plan is the timeline. 20+ years is a damn long time to wait to have rail in West Seattle. The tax burden is also significant - I can afford it, but it's a lot of money to pay for something that I may not even be able to ever use if I am priced out of this area over the next 20 years.

I hope ST3 can find a way to accelerate this timeline.

I'll probably still vote yes, but the lengthy timeline gives me many second thoughts.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/03/2016

Comment Source

Email

Zip Code

Comment

Dear Sir or Madam:

I have filled out your survey, but here are some additional questions that I have asked over the years, but never had answered. First let me tell you that when I was transferred (from Eastern Pennsylvania) to Seattle in 1999, I had a company and a parking space in 2 Union Square, paid for by company. I found that taking the 54 Express was cheaper and faster and provided less stress. So, until I retired in 2005, I took the 54 Express to work. Understanding that I was raised in area that had mass transit and that used it all time, I am in favor of it. However, the systems we have in Seattle border on the old Army term FUBAR or SNAFU.

We have too many transit companies: Metro King County; Sound Transit; Pierce Transit; Community Transit, etc.

Each with their own infrastructure; management; maintenance, etc.

Many routes overlap.

We voted to have light rail in West Seattle, but Nickels, backed by his developer friends, got that squashed AFTER all the land had been purchased. It was later sold at a loss to the tax payers. Now you want to repurchase it. -- Seems somewhat ludicrous to me.

We eliminated a number of routes in West Seattle, including the 54 Express, which only ran at rush hour.

It was replaced by the "Rapid Ride" (C Line), which, at rush hour is an oxymoron. By Metro King County's on admission, it takes between 10 and 15 minutes LONGER to go from the Fauntleroy Ferry Dock to Downtown.

Metro changed the route at rush hour making the "Rapid Ride" go up California Ave SW through Alaska Junction and then down to 35th Ave SW down Avalon (with stops) instead of straight out Fauntleroy. During Rush Hour, by the time the buses reach Alaska Junction, they are so packed no one can get on. The "Rapid Ride", which is supposed to come every 10 minutes. It doesn't. Just stand at Alaska Junction. They may come every two minutes (3 in a row) or 20 minutes. This is a better plan than the 54 Express? The person who devised that plan, should be fired.

What this has done, is to put people BACK IN THEIR CARS because a car is more dependable, at least from West Seattle.

The "Rapid Ride" is true to its name only during off rush hour because it eliminated over half the stops between the Ferry Dock and Downtown.

Why are there 3 to 5 Rapid Ride C line buses lined up at Westwood Village at various times of the day (with their motors running)?

Would it not be smart to substitute three to five Rapid Ride Express routes from the Ferry Terminal to and from Downtown during rush hour?

West Seattle is the largest community within the city and one of the fastest growing outside downtown, and it essentially has one means of egress and ingress from downtown, but Metro decides to limit service, while saying they are increasing service (ask any rush hour commuter trying to get on the bus between Morgan Junction and Alaska Junction).

It is my opinion, that the first major step in the proposed transit plan is:

Combine all the transit companies that serve our metropolitan statistical area [MSA], Pierce, King, Snohomish Counties

Eliminate the duplicity of overhead/management

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Combine maintenance and other support services

Sell highly valuable property downtown that is used to 'park' buses and utilize that money to reduce the tax burden

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/04/2016	Email	98028

Comment

I am against rail as it is too expensive and the cyclists get stuck in the rails and crash.
We have a perfectly good alternative and that is known as trackless trolley run by electricity.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/04/2016	Email	98109

Comment

Hello,

I read the recent ST3 proposal with great interest, and wanted to share two pieces of feedback. First, I feel the plan needs greater prioritization of the east/west lines (West Seattle/Ballard). In my mind, those are the primary reason anyone will vote for the plan, as they take the north/south spine and actually makes it useful. However, not delivering these lines until 20 years later is a huge, huge miss. People want to vote for something they can use in their lifetime. In my mind, a 2025 target date for delivering the Ballard line (first) would be appropriate.

Second, I would suggest prioritizing the Ballard line as it directly connects some of the fastest growing areas of the city, including the tech heavy South Lake Union and Interbay areas, home of Amazon, Facebook, Google, and soon Expedia. And when doing so, I would very much like to see that line moved slightly further north so as to enable stations in lower Queen Anne, *and* Upper Queen Anne.

For the latter, please consider that both areas of Queen Anne are heavily desired by that same tech workforce. And, that Upper Queen Anne is literally at the top of a large hill. This area used to be served by cable cars (as far up as Highland Drive), but no longer.

I would suggest exploring stations in Lower Queen Anne on the south side of Seattle Center (so as to make it walkable from Belltown), and then another station further up the hill. A pie in the sky suggestion would be to discuss coordinating with the aging Safeway on Queen Anne Blvd to replace it with a new building (just as the Metropolitan Market was replaced with a Trader Joes), but with a light rail station below.

Thank you for your time and consideration.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/04/2016	Email	98155

Comment

I am very disappointed how my area is almost completely bypassed. We are given a bus connection 10 minutes morning and afternoon 20 minutes the rest of the day 1 +miles away from our house. no parking at I5 and 145th. So practically a trip to Seattle would probably take at least 2 10 to 20 minutes wait plus a 20 minute walk added to the bus and link time. Why does West Seattle and Ballard , Everett and Lynnwood get so many more stops while the area in-between UW Northgate and Lynnwood is so underserved.

I would like to see more stops in the area between Northgate and Lynnwood. I would also like to see parking spaces at NE145th and another stop between NE145th and Lynnwood. Shoreline and Lake Forest Park are very underserved in both the 2 and 3 plans. Almost as if the plans are designed for us to have to sell our house and move to Everett if we want to have decent transportation. I would like to see a link also along Bothell Way. Since I405 has practically become a highway for the wealthy only we have a lot more traffic and nothing in decent public transportation to substitute for it. From where I live in Lake forest Park it does not appear that the link will do anything to make commuting to downtown or anywhere else any easier than it is now. Service is planned to be infrequent, parking not easily available (very difficult now to get a parking spot in Northgate) with long wait lines at connections. I would like my area to be as well served as you are planning for West Seattle, Ballard, Everett, Lynnwood, the Eastside and all the other hip areas. Please improve service to my area. In Lake forest Park/ Shoreline

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/04/2016

Comment Source

Email

Zip Code

Comment

Hi, Board

The ST3 proposal looks great so far and I look forward to voting in its favor this fall. I see that there is a stop indicated at Seattle Center and I think this is a very good idea. Right now I commute by taking the light rail from Columbia City to Westlake Center, where I transfer to the Monorail. The Monorail is lovely except for its limited hours: I often work earlier or later than it is open so have to walk or take a bus to Westlake. Also, Westlake Center is not always open when I'm commuting so getting to the Monorail can be tricky at times even if it is running. A light rail stop near work would be so much more convenient.

Thanks for your continued work on improving the mass transit in our city. I own a car which I use when I must but take public transit whenever possible, which keeps my car off the road at least half of the days I work. With extended service I'll be able to take the train even more.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/04/2016

Comment Source

Email

Zip Code

Comment

Hello

Just a quick comment on ST3.

While the plan generally sounds good, the timeline is a joke!! You might as well start taxing ninth graders, they may ride the thing by the time they get to their mid 30's, provided it gets built on time. It's really hard to understand the GLACIAL PACE of public transportation projects in this town. Stadiums, skyscrapers, all kinds of apartment buildings and condos with "ground floor retail" seem to be built on a whim, but ask for a train? Oh, that will take another thirty years. I will not vote for a system that will take 20-30 years to get built. We need this system yesterday!

A citizen of West Seattle.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/04/2016

Comment Source

Email

Zip Code

Comment

Hi,

I've live in Seattle now for almost 25 years. I grew up in the Bay Area. I was in college there when BART opened and have used it many times since as a way to get around the area.

I took my first trip on the new light rail line from UW to downtown the weekend it opened. I loved it! It was so fantastic! It was so fast. It made me smile. It made me think of BART. The only other time I have ridden it was once to the airport from Safeco. It didn't make me smile. It took a long time going along surface streets.

I heard about the new transit plan that will be on the ballot in April on the news. Ai heard it is a plan that takes over twenty years to implement. On hearing that, my first response was, "But that's crazy!!!! That's insane! We can't wait that long!"

And I also don't understand why it will take another 5 years to get the rail to run from Roosevelt and Northgate to the UW station. I don't understand why more of the system couldn't be elevated, or run along the freeway, rather than be underground, like BART and the LA system. I don't understand how 71 miles of BART elevated and along freeways and underground was build in a total of just seven years compared to the timelines we have here.

https://www.bart.gov/sites/default/files/docs/PosterTimeline_v2.pdf

I just looked at the project delivery document online on the ST3 website. It says that steady progress has been made since the first light rail started in 2009. Well, six or seven years is a LONG time in my opinion, to get what we've gotten since then. Again, 71 miles of BART, including underground in Oakland, Berkeley, SF, and two tunnels, was built in the same time period. It also uses the words "possibly and possible

" a little too much for comfort. People aren't going to be happy if they read that.

Voters in Seattle have historically struggled with transit issues, unable, it seems, to take the long view. My opinion is that in order to get this project done, there has got to be a way to shorten the timeline or else it's not going to be approved.

Thanks for giving me an opportunity to write,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

You can definitely plan on two resounding NO votes to your huge-long term request for more taxes. We cannot trust you to spend the money properly and according to your proposed plan. It is way too large and there are too many unknowns to give any governmental agency this much power. Again NO!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

It's been my observation that light rail relieves congestion on Metro buses but does nothing to relieve traffic on the roads. Any positive impact on relieving traffic is minimal at best and therefore not worth the money.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/04/2016	Email	98122

Comment

Hi there,
Could you remove me from any Sound Transit postal mailing lists? My address is as follows:
[address]
I'm considering signing up for electronic updates -- I just want to minimize the paper mail.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/04/2016

Comment Source

Email

Zip Code

Comment

Hi,

I'm making my way through the plan but I'll start with some initial comments:

Any chance of having an open house for those of us in North Shore? I know Bothell has a new city hall that could probably accommodate one

I hear people complaining about the proposed timeline for many of the ST3 projects. The responses I've seen indicate that the timelines cannot be improved due to funding limitations etc. I believe that a better response would include literally what it would take to expedite certain projects. For example, if the train to Ballard could be completed five years more quickly with a specific up-front dollar figure and/or with specific regulations waived or altered your candor would allow us to seriously consider our wants and possibly reconsider the status quo. You do no good presuming an option is impossible Even though the bus system is pretty convenient there are always going to be some people who will "refuse" to ride the bus. I think that you could probably convert some of those obstinate individuals by improving the comfort of riders with the implementation of Bluetooth or some kind of near-field-communications inside of a bus so that users can notify the bus drivers of things such as "I need the get off via the back door at the next stop" or "could you please turn on the air conditioning". These simple messages would remove the stigma associated with shouting 20-30 feet at the bus driver and I am sure there are plenty of people who would see this convenience as the catalyst to try busing

Lastly, could we break ground on all the park and ride improvements at once as soon as the bill passes? It would be nice to see those things that require relatively little planning to become distant memories as quickly as humanly possible

I am happy to expand on any of my comments if you'd like

Thanks!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/05/2016	Email	98107

Comment

Hi I would like to ensure that I never get any fliers or anything in my mailbox from sound transit. The address is {address}. Please remove me from any sort of mailing list.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/05/2016	Email	98118

Comment

It's an outrage that the Graham St. station is scheduled for completion in 2036! The project is already partially funded by last year's levy in Seattle. The track is already there. A huge lay-down area is available 100 feet from the intersection of Graham and MLK. This will be the easiest, least expensive station to construct that Sound Transit has ever contemplated. There is ample land in the neighborhood begging for development. There is a large public school one block from the intersection. The station was originally promised at least 10 years ago – what excuse could possibly exist for pushing the project so far into the future?

My partner and I are senior citizens. At present we are blessed with enough good health that we can walk the mile north or south to the Columbia City or Othello stations. This may not always be the case for us. We want this station to open before we die! Common sense demands that the Graham Street station should be an early priority for ST3

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/05/2016	Email	98119

Comment

hi' I take the bus a lot in the city; I live in Lower Queen Anne and take buses to downtown, capitol hill, Ballard, etc.. But on weekdays I work In Kent, up on the easthill of kent; if and when I commute from Lower Queen Anne and Easthill Kent, it takes 3 buses over at least 90 minute time = one way. Therefore, I'm in total agreement in expanding services region wide. The BIG concern is how to finance all these projects; I read property taxes. king county has sent out postcards indicating over 42% of real estate taxes, are voters' approved. My tax bill has gone up 20% year over year. I feel i'm taxed enough. If property taxes remain an option to finance this huge project, I will have to vote NO in November. Thank you

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/05/2016	Email	98122

Comment

The new subway tunnel through downtown is unnecessary. I recommend using the current convention place bus station as a port to launch a TBM from and continue on the current planned path to Seattle Center and Ballard. The trains coming south from this line could then connect to Westlake through the current DSTT north entrance. The savings by doing this would allow better development in other areas of ST3, such as a better crossing to Ballard or expansion of the line to Greenwood.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/05/2016

Comment Source

Email

Zip Code

Comment

Good Morning,

Thank you for taking input on the transportation measure for this fall.

My input is that I am hoping you will find funding other than increasing Seattle city property taxes. We have taken a pretty good hit recently and it is making living in the city more difficult. When property owners pay exorbitant taxes it ends up raising rents for folks who are renting and that ends up making the city less diverse. Not to mention that owning a house here will only be an option for the very wealthy.

Warm regards,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/05/2016

Comment Source
Email

Zip Code

Comment

Hi,

I filled out a survey with these comments written quickly:

Can you get Seattle to only allow housing density increases within a 10-minute walk to light rail, rapid ride, streetcar, monorail, water taxi, or ferry? I would like to see park and rides at city light rail stations (possibly as part of high rise urban villages around stations)?

I live in West Seattle and commute to Microsoft in Redmond. Can you make the Rapid Ride C the only bus that leaves West Seattle, move it off the dangerous and slow Viaduct (WA-99) and have it take the reserved busway through SODO to downtown for a faster ride? Can you add a RapidRide bus stop under the West Seattle Bridge beside that park and ride? Can you make circulator buses in West Seattle? We used to have a 51 bus to get to and from the Junction, which is otherwise a 20-minute walk with some killer hills, so I usually end up driving. Would it be possible to have a highway bus that runs north and south along I-5 with bus stops and park and rides at each exit? I think that could help reduce traffic on the freeway. Can you make sure schedules for buses, trains, etc coincide for convenient transfers?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/05/2016	Email	98101

Comment

We would like a sound transit line to west seattle. It will help the bridge congestion.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/05/2016

Comment Source

Email

Zip Code

Comment

Sound Transit:

Please fix the hypertext link "timeline" in your otherwise informative description of the ST3 projects. I click on Timeline and a new page opens for viewing a .pdf file, but there is no document displayed, no matter how long I wait. Other nearby links I that clicked on did display a document.

Please attach the timeline document to an email and send it to this address: [email] Do this right away! I would really like an estimate of when the station at North 145th is going to be completed. I have heard estimates on the radio of 5 years for the train to get to Northgate, but no estimate for 145th. This has huge implications for my financial planning for retirement, because I would prefer to defer selling my house until the train comes

Dear Sound Transit:

The following is a quote from your web page:

"The projects would be delivered in steady succession over the plan's 25-year period. The timeline reflects the significant time requirements for building major infrastructure projects and the scale of the light rail extensions and capital investments, which are more than double Sound Transit's first two phases. The major investments require revenues collected over the full 25-year period as well as bond sales and federal funding."

The link "timeline" does not work. Please fix it right away.

Julia

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/05/2016

Comment Source
Mail

Zip Code

Comment

I will support your plan - having lived in Chicago in the mid to late 70's I've seen how CTA transported people daily. I took the L-train and was never late to work. So I am very pleased with your "vision" for the region.

Hopefully, I hope to see your vision come to fruition. I am a retiree so it will be a treat to see the light rail train roll on the tracks. Good luck!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/06/2016

Comment Source
Email

Zip Code

Comment

I live in Kenmore. I am on the city Council for Kenmore. I support regional transit options other than cars. The Metro in Wash DC is a great example. For Kenmore the BRT on SR 522 to connect to the Light Rail in Lynnwood is the best option. We already have a lot of dedicated bus lanes in Kenmore which should make the project quicker to build and decrease costs. We will need parking for people to get the bus lines.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/06/2016	Email	98102

Comment

Dear Sound Transit Board,

While I appreciate the hard work that went in to the ST3 proposal, I am very disappointed at both the timeline and the project list it includes and would not support the proposal as-is. Please note that I am NOT disappointed at the price-tag; in fact, I would gladly pay twice as much to have the projects finished twice as fast (although I understand that there isn't a direct relationship between these two factors).

Rather than go into a lengthy rant about my ideas to improve the final ST3 proposal, I would direct you to the excellent points made by the Seattle Transit Blog in their post "How to Fix ST3 so Seattle will vote for it" online at <http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/#more-78990>

To these points, my only addition would be connecting Ballard with UW via underground Link. East/West transit is woefully inadequate in Seattle (i.e. why on earth is there NO transit on Mercer from LQA to SLU???), and I think this would be a suitable substitute for the more direct route from Ballard to Downtown via a drawbridge over Salmon Bay and at-grade along 15th Ave.

Thanks for your hard work,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/06/2016

Comment Source

Email

Zip Code

Comment

Dear ST Board Members,

I was disappointed to see what the ST3 proposed plan was. It does not do nearly enough to service Seattle. As the ridership numbers have come in for the opening u-link, there is incredible demand in the city. I liked that the plan addressed connecting West Seattle all the way to Ballard, however this all needs to be done at grade separation in order to achieve the goals of significantly reduce seen commute times. Additionally, there needs to be a direct connection from Ballard to the university of Washington. There are far too many commuters along the corridor to not provide excellent mass transit service. There is much more that could be said around this, however it can sis synced Lee he said that I support the proposed routes by the community group from Seattle Subway.

Thank you for your time,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/06/2016

Comment Source
Email

Zip Code

Comment

I agree with the Slog article written by Heidi Groover on April 4, 2016. We need light rail yesterday and as a West Seattle resident, we can't afford a 17 year timeline to White Center. Speed up environmental studies plans, charge for parking, and get.it.done!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/06/2016

Comment Source

Email

Zip Code

Comment

Dear Sound Transit planning management:

I learned so much from the Seattle Times Editorial " Questions on Transit Need Clear Answers," Sunday, April 3, that I was inspired to take your survey. Bad news: way way to detailed and lengthy, implies a knowledgeable public at the same time it gives the distinct impression of just the opposite: urban transit planning is too complicated for all but the experts.

If you are truly interested in a knowledgeable public, you need to get out of the weeds, and answer the basic questions that the Times refused to overlook.

<http://www.seattletimes.com/opinion/editorials/expanding-rail-bus-transit-is-tantalizing-but-questions-must-be-clearly-answered-first/>

The departed ST management did a respectable job of avoiding the huge temptation to take advantage of sloppy funding and, with exceptions like airport access entirely unusable to those on young and able-bodied, their work can be and is being used to sell an entire system orders of magnitude larger—much as the monorail was. The Times is right to ask does it really scale, what is the job it is trying to accomplish, and are there ways to do this job better in less years in terms of cost to both the public and the environment? Futhermore, what other needs would we be unwittingly de-priorizing e.g., the paramount duty to educate our children and deal with the relationship failures not having done that entails?

Which gets me back to my discouraging discovery of that "you can't possibly know all we know, so trust us" survey. How about taking the Times concerns to heart instead of assigning ulterior motives and proceeding to cheerlead.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/06/2016

Comment Source

Email

Zip Code

Comment

I am a huge transit supporter. I have voted for every transit proposal in the past 20 years. I am considering voting no on ST3 because the the timelines to Ballard are so ridiculous. 22 years is a long time to wait for light rail when i see increased traffic and density now. The rapid ride is a joke, gets stuck in traffic and is the antithesis of rapid.

A simpler option could be the Ballard to UW spur, it may be cheaper and provide some relief for transit. Additionally it could be done more quickly and probably cheaper.

I am sure there are limitations, but find a way to get this done. Please find some way to either speed up the timelines, or provide a Ballard to UW line that could provide some transit relief.

Thank you for your time

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/07/2016

Comment Source

Email

Zip Code

Comment

Dear Sound Transit Board Members,

I am writing with comments regarding the draft plan of ST3. While I appreciate the need to make the plan appealing to suburban residents, the plan as written is strongly alienating to Seattle residents. The plan needs to have faster timelines for construction of light rail within the city if you hope to win over enough Seattle voters.

Specifically I believe the top priority should be expedited construction of the Ballard to Downtown line, completely separated from grade. This line will serve tens (if not hundreds) of thousands of Seattle residents, and with the continued construction of housing in Ballard we cannot afford to wait for this line or to make a half-effort by constructing the line at grade.

Additionally, we need funding for studying the Ballard to UW connecting line. East-West transit in North Seattle is slow and getting slower, and we need this line to serve UW and to connect to the Ballard-Downtown line.

Thank you for your consideration. Let's get this right the first time!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/08/2016	Email	98133

Comment

Dear Sound Transit Board:

I strongly support the ST3, from the standpoint of a resident rather than an engineer. The greater Seattle area is on the List of Cities with Worst Traffic No. 4, and it's significantly impacting all businesses – we run late for meetings so we have to take longer time to do business outreaches; after work it's taking longer to bring kids to activities. Everyone is probably feeling the same so I shouldn't go on and on.

The Right-of-Way is so limited for transportation improvements in this area as the land becomes premium. Transit System takes less ROW and provides reliable transportation, in addition it promotes clean energy. At this point We cannot afford without a complete transit system.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/08/2016

Comment Source
Email

Zip Code

Comment

Dear [name]

I would like to comment on the transit options in my neighborhood and the future options for the Ballard/Crown Hill area. I live at [address] in Seattle. The nearest bus stop to my house was about a half mile walk. I could take the 17 downtown or the 48(now the 45) to the U District. Several years ago the 17 was cut back to run only during rush hour. This meant that if I wanted to get downtown after the morning rush I had to either walk a mile and catch the 40 or take the 45 to the rapid ride D line. Obviously this did not make me very happy.

In the past I voted several times for a monorail to come up 15th Ave NW to NW 85th. Unfortunately this was never built. If the new light rail does not make it up to Crown Hill I would not be interested in voting for it.

Also the \$50 billion price tag is very worrisome to somebody on a fixed income. My property tax keeps going up and my social security does not keep up with it. I think it's about time for the developers to start paying their fare share of the transportation infrastructure. It seems that every election there is some initiative that will raise property taxes. I think it's about time for an income tax in this state. As you are probably aware at some point we are going to have to increase our education spending and again that will raise property taxes.

I'm beginning to sound like an old codger who doesn't want to pay for anything. But with our regressive tax structure I'm getting tired of the constant increases.

Just rode the light rail from the U District to Capitol Hill, that was great! Then transferred to the streetcar and decided next time I do that I can walk faster than it!

Thank you

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/10/2016	Email	98126

Comment

Can we build this thing without increasing car tab taxes or house taxes? I don't work for Amazon or Microsoft.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/10/2016	ST3 Web Form	98118

Comment

Your links to the pdfs on current funding plan seem to be broken. There one on the draft plan page, as well as on the document library page come up blank.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/11/2016	Email	98155

Comment

To Sound Transit,

I am 68 and retired but with an active life. The bus is my main mode of transportation. I live in a woefully under served area. NE 153rd and Bothell Hwy is my stop.

The recent addition of more #372's Mon-Fri eases the situation. But the weekend service is still only the #522. For the most part, #522 is not on time, either early or late, on weekends. The #522 drivers are not pleasant as a general rule. I email every time I have a friendly driver or the bus is on time! I'd complain, but who'd listen?

Secondly, the East to West and visa versa buses on 145th are only good for the commuter hours. Taking 3 buses is the normal choice during the day to get anywhere West of Lake City Way. The other choice is to go all the way downtown on the #522 and backtrack to Ballard or Greenwood etc. Then take the same over an hour long journey back to NE 153rd and Bothell Hwy.

When I have any extra money I call Uber! You can see why!

I am ever hopeful that the Lake City area could have decent transportation. Buses run at the whim of Seattle traffic. That dooms them to always being off schedule. Why can't we get light rail like the rest of the city? Why can't there be a more convenient way to transport riders East to West on 145th?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/11/2016	Mail	98119

Comment

NO, NO, NO please, no more issues on the ballot which will once again raise our property taxes! !!!!
In the past three years, my property taxes have risen almost \$1,000 each year. We are being taxed out of our homes.

Sound Transit is moving too fast, causing home owners property taxes beyond our means. I don't mind standing, waiting for a bus.

If this continues, I will be looking for a home in another city, probably Eastern Washington where the city leaders are more in tune with the financial situation of their people.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/12/2016	Email	98115

Comment

Hello,
I don't want to receive mail from you.
My address is [address].
Please remove this address from your mailing list.
Can you confirm that this has been done?
Thanks!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/12/2016	Email	98117

Comment

Please build Ballard-Downtown Line in the next 8 years even if it means higher taxes. I don't want to wait over 20 years for a major fast growing Seattle neighborhood to be added to the light rail network.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/12/2016

Comment Source
Email

Zip Code

Comment

I am a regular transit rider between north Ballard and downtown or the U or Northgate.

Light rail up 15th Avenue would simply exchange a car lane for a train lane. The monorail would have worked without losing space for cars. The D Rapid Ride works very well going to Key Arena or downtown.

Is it possible to have a stopping point for the 40 northbound closer to 24th Avenue on NW 85th Street?
Pleeeeeease!!!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/12/2016	Email	98119

Comment

Dear Sound Transit Board,

I urge you to create a Sound Transit phase 3 (ST3) plan to send to region voters this November that will provide more travel options and connect our key activity centers. We need expanded regional mass transit that serves ridership corridors effectively and gives underserved communities better access to affordable transportation.

When you assemble the policies and projects in the ST3 proposal, please ensure that it will:

- * Invest in station access projects for people walking, biking, and riding local buses to reduce reliance on Park and Ride access;
- * Price all Park and Ride spaces to better manage parking space demand;
- * Select non-freeway routes, which provide highest potential for transit oriented development (TOD) and affordable housing;
- * Phase the projects strategically to deliver timely benefits where the need for transit and expected ridership are greatest, while subsequent expansions will add value over time.

Please support a bold ST3 plan for our future. We need a big proposal with better transit that helps reduce our climate footprint and promotes compact, walkable communities.

Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/12/2016	Email	98125

Comment

Is there any way to modify the funding protocol so that Light Rail construction timetable can be advanced. To wait beyond 2023 for anything on the Ballard or West Seattle lines seems a long time.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/12/2016	Email	98199

Comment

Dear Executive Constantine,
My wife and I recently attended a presentation in Magnolia explaining the proposed route for light rail along Fifteenth Ave W. A surface/tunnel alternative through Interbay and under the Ship Canal was also shown. We feel strongly that the Interbay surface/tunnel option is the better choice. Fifteenth Ave. W. is already at capacity most of the day. With increased population and traffic growth in Ballard and Interbay as well as 4500 new commuters to Expedia, there is no room for a light rail system along Fifteenth.
With the new SR99 Tunnel replacing the viaduct, Fifteenth Ave W. will become even more important. The tunnel will not be a practical route for Ballard, Queen Anne and Magnolia residents. SR99 users who want to avoid the toll will also increase traffic through Interbay.
Thank you for considering the surface/tunnel option.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/12/2016

Comment Source
Email

Zip Code

Comment

Hi -

I currently own a brand new home on Ash Way, not too far north from the planned Ash Way Station in Lynnwood.

I was wondering what noise mitigation techniques and technologies you plan on using to implement through this neighborhood. I've read the horror stories in Tukwila, and want to know if I need to prepare to sell my home.

Thank You,

I should also add that Ash Way is already close to maxing out it's capacity. Do you have any plans on expanding Ash Way in order to account for the extra traffic created by a light rail station?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98101

Comment

I am BOMA's (Building Owners and Managers Seattle King County) public affairs consultant and am working with them to put together an education session that will include transportation initiatives in Seattle and King County. BOMA is a professional trade association with 2,000 members from 300 firms who either own or manage over 150 million square feet of commercial real estate, or provide goods and services to the industry.

The workshop is on Wednesday June 8th in downtown Seattle. The afternoon session 12:30 to 4 pm will highlight transportation. I would appreciate you identifying someone who could present on behalf of ST3. The afternoon program will also include presentations from SDOT, Commute Seattle, Bellevue Transportation, and Washington Policy Center. ST3 would be on the program at about 2:30 pm.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98115

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan.

I am a fortunate beneficiary of the new Huskies stadium LINK station. My former bike commute from Roosevelt to the International District was scary, dangerous, and unpleasant. But now I can bike safely to the Huskies station, lock up my bike, and take the train to the ID station.

I have a safe way to get to the Huskies station via quiet residential streets and the Burke Gilman trail. But not everyone in Seattle living near a LINK station lives in such a bike-safe neighborhood. For that reason, I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that those residents can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98102

Comment

Dear Sound Transit,

I use Pronto weekly to connect with different transit options: bus, light rail, trolley. It is the key last leg for me to effectively use public transit. But we need even more investments to make transit use bike and walking friendly. For example, a large secure bike parking facility at UW light rail station. This could have a lock linked to Orca cards to charge a nominal fee. This will help reduce the load of bikes traveling on crowded rail cars and promote easier access to the station via e.g the Burke Gilman.

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98103

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. Making it easy to put commuter bikes [horizontally] on trains will also help, with options for family bikes, as well as bikes with fenders, racks, and panniers. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

As a person who very intentionally does not own a car as a service to our region and our earth, I appreciate your attention. Thanks!

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98104

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Biking flourishes when there is a network of protected bicycle lanes. Without that infrastructure, biking will still remain a niche mode of transit. Please build infrastructure so that women, children, and out of shape people feel confident about not getting injured biking in traffic and will consider biking. Look to Copenhagen as a model.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98107

Comment

Dear Sound Transit,

I have seen multi modal transit in action in Europe. Spending on bike and walk is important to encourage multi modal transit. The US is far behind in efficient transit so let's do the right thing for Seattle while possible.

Thanks

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98112

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

It is needed more than ever especially after experiencing the disembowelment on the bus system. Because metro is manipulating everyone to take the light rail even if it mean that your commute time is increased 3x, now more than ever you need a bike to commute around this town. For example, before the changes I could get to Broadway in 7 minutes. Now, I either spend 30 minutes walking to the light rail or I take the 48 and then transfer to the 8. The least amount of time I have waited while making this new transfer is 10 minutes. Usually it is 15 minutes.

This is the case for a lot of people. This bus changes have left a lot of pockets in the city that are no longer accessible to people on the bus. This has greatly increased walking time and over all commute time. To save time, if you are going to continue taking public transportation is to bike. For example- except for downtown-I can bike everywhere I this city faster than the bus. If I am in Shilshole I can bike to Seattle Central in 45 minutes. The bus is over an hour and a half.

This metro change illustrates to me that you are directing everyone to the light rail and not taking into consideration the added time that it has increased the commute time. Therefore, if you don't live right on the light rail and have to transfer you have to bike to make this city accessible via public transportation.

People have to transfer more than ever now and transfers never correlate making biking a faster more reliable means of transportation.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98115

Comment

Dear Sound Transit,

Several times I have tried to bring my bicycle on the northbound light rail at IDS and was unable to bring my bike on. Usually between 8 & 9:30 in the morning.

I am about to spend almost \$2,000 for a quality folding bike because I can't rely on being able to bring my commuter bike aboard.

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98122

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

Biking and walking are the most healthy, affordable, and beautiful ways to get to know and get around a city. I would love for them to also be the safest, through continuing to invest in infrastructure like dedicated bike lanes, to make it this way.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98126

Comment

Dear Sound Transit,

My employer would like to encourage more employees to bike to work, but struggles to connect our geographically diverse base with safe, affordable and accessible connections.

In the final Sound Transit 3 package, I would like to see the total biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Thank you for your time and consideration,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98144

Comment

Dear Sound Transit,

My girlfriend's bicycle was stolen at the Mount Rainier Light Rail Station so part of increasing Light Rail ridership is preventing theft. I agree with Cascade's opinion as follows.

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98144

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.
- * Making sure to include bike/pedestrian access to the Ballard light rail bridge

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98177

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98103

Comment

Why is Fremont being neglected in transportation decisions? The last bus revision reduced the number of buses going through Fremont Ave N and N 34th St stops. ST3 Link plans to get from downtown to Ballard dismissed the possibility of running through Fremont. Fremont is a growing tech hub with the likes of Google, Adobe, and Tableau. Many of these workers just want a shorter commute, and at-grade solutions are all still subject to traffic patterns, i.e., gridlock.

What is being done transportation-wise to cater to the growth of the Fremont neighborhood and its explosion of jobs in the last 15 years?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98104

Comment

I'd like to learn more about the ST3 alignment alternative evaluation measures. At the bottom of this document (http://soundtransit3.org/Media/Default/InteractiveMap/Corridor/Lynnwood_Everett_corridor3.pdf) there is a note suggesting that more information is available at the ST3 document library webpage (<http://soundtransit3.org/document-library>). I have looked at this webpage but have been unable to find any information regarding the evaluation measures. Can you please provide me with a direct link to a document that spells out in detail how these measures were calculated?

Thanks,
Tiernan

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98133

Comment

I live in Shoreline and commute to Tukwila daily, over the past 7 years my commute time has increased dramatically. As the light rail runs right by my office building at BECU on Gateway Drive I would love to be able to use it. However none of the light rail stops have bus support that gets me within walking distance (~1 mile) in a reasonable amount of time. I would love to see the voter approved Boeing Access Road light rail stop be completed to allow me to take my car off the road and make my commute by light rail. Each year the stops are getting closer to my house, how about getting a stop closer to work? Knowing that this would benefit multiple employers as well as the Museum of flight it seems like a no brainer to me. Build the stop and take thousands of cars off the street each day.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/13/2016

Comment Source

Email

Zip Code

Comment

I just reviewed the ST3 proposal on the website. In general I am highly supportive of transit project and am a frequent user of transit, as are the other members of my family.

My thoughts on the proposal are this:

1) The Ballard to downtown line should be prioritized in terms of time-frame for completion. Waiting 22 years for this to come on line is too long. Ballard is already a very dense neighborhood as well as popular destination for people from other parts of Seattle. In contrast, the suburbs are not. People move to the suburbs (in part) because they enjoy a car oriented lifestyle. People move to Seattle and neighborhood like Ballard because they value walkable, bikeable and transit oriented community. As such, transit expansions should happen first in the communities that already value them.

2) The Ballard to downtown line should be extended north of Market street all the way up 15th to the Crown Hill Urban Village (85th Ave NW). This would allow people from all sections of Ballard to be access the lightrail. There are currently numerous high density housing projects under construction along 15th and in Crown Hill which would make light rail stations here have high use. In addition, this route would allow for a stop at Ballard High School on 65th and 15th.

Thank you for your consideration.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/13/2016	ST3 Web Form	98102

Comment

Dear Sound Transit,
I live on Capitol Hill in Seattle and work in Tukwila. I'm so excited about the new Capitol Hill station, and am eager to start commuting to work by light rail. I'm in support of an additional light rail and commuter rail station at *Boeing Access Road (BAR).*

I'm also in support of a quick expansion, more stops, and more options! I always support funding for public transportation when it's on the ballot and I can't wait for ST3 to become a reality.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/14/2016

Comment Source
Email

Zip Code

Comment

Hello, I now have an ORCA card and I have been taking the Light-Rail from UW to downtown Seattle, a nice alternative to driving and traffic etc... however, I am very concerned about people just walking through the stations and onto the Light-Rail trains.

So, based on these observations and having lived and traveled in Europe I strongly suggest the "open" entries to accessing transit has controlled check-in devices or turnstiles. It is true some "jump" over the devices but this can be addressed too. In either Barcelona, London, or Paris, I recall they had a system, like rotational doors than rotated only upon payments, or here ORCA card tabbing.

There are also homeless who get into transit and just ride as they want, which is not okay to us "tax payers". I know there is a fine if a traveler doesn't have a valid pass or whatever but it is impossible to ensure that hundreds or more, just do what they want which is tragically more and more common with traffic violators etc...

I hope Sound Transit applies this recommendation.

[name]

PS

I know based on planning maps what is "on the agenda" but traffic to & from West Seattle as well going west to Ballard etc... is a traffic issue. I live in NE Seattle but have experienced all this, so extending Light-Rail in those areas should be planned as well. Thanks

Hello, I sent you an email regarding turnstiles used in Europe. I see from this link that they are common elsewhere and the tall version makes the most sense vis-a-vis people who jump over them and do not pay. This is needed given there truly is no control to prevent violators.

<https://en.wikipedia.org/wiki/Turnstile>

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/14/2016

Comment Source
Email

Zip Code
98105

Comment

A new light rail station at Boeing Access road would be extremely useful.
The Light Rail system should be improved to include express service, that will decrease travel times over long distances.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/14/2016	Email	98115

Comment

Dear Sound Transit,

Please prioritize investments that make it easier to get to light rail stations by foot, bus, and bike. For instance, the Husky Stadium station needs many, many more covered and SECURE locations to park a bike during the day. I am nervous about what the Roosevelt Station will be like based on our experience with Husky Stadium.

Please increase access by bus. The current Husky Stadium station is a disaster on approach by bus. It is so disastrous that I have nearly given up on the station, even though I live very close to the 372 and 65 buses that have been re-routed to supposedly serve the Husky Stadium station.

For all stations in the ST3 package, I will be upset if my tax dollars go to providing free parking while making it hard for people to access stations by foot and bike. I do not want any of my taxpayer money to go to subsidizing parking. Please make parking lots self-funding by the users and via ORCA card. Instead, use your funding to encourage transit-oriented development and access to stations by foot and by bike. We don't need to build a light rail system that only encourages more car driving and more traffic.

Sincerely,

Robert Elleman

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/14/2016	Email	98136

Comment

It makes sense to finish the West Seattle link first. Anyone who has even looked across the bay at west Seattle, better yet, go there - you can see all the cranes and residential buildings going up. The bridge is a mess in the morning and the intersection at I-5 and I-90 must be the worst in the state. This would be a short quick fix - a feather in the political hat to promote further support for the longer lines.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/14/2016

Comment Source
Email

Zip Code

Comment

Hello,

I am writing to express my strong support for including the station at 130th in ST3, rather than waiting until the cost will rise by more than double. I am told by reliable sources within the city government that the value of this light rail station is already clear and that building it as part of the existing Lynnwood extension would cost a mere \$25M, whereas delaying would result in a huge cost escalation because all the required studies (which have already been done for this round of expansion) would have to be redone - driving the cost up to \$80M.

Neighborhood meetings on this subject have shown strong support. A simple bus connection to Lake City and Bitter Lake population centers on the 130th corridor would certainly provide needed transportation alternatives to driving down Aurora and Lake City Way - corridors already experiencing traffic problems with more sure to come as new constructions brings more residents.

Station spacing in most cities is considered optimal at 1/4 mile. It is 2.5 miles from the Northgate station to the 145th St. Station. Adding the 130th St. Station now is just fiscally sound decision making.

There is a rumor that federal funding would be at risk if this station was added. However, in Denver they added a station at a much later stage (after construction had already started) and federal funds were not lost.

Please add this station to the plan and get it built in a cost effective way.

Thanks,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/15/2016	Email	98115

Comment

Dear Sound Transit,

I appreciate the opportunity to comment on the Sound Transit 3 Draft Plan. It is an ambitious package, and one I will support -- with certain improvements.

Specifically, I urge the Sound Transit Board to increase total investments in biking and walking (non-motorized system access) by \$500 million so I -- and my neighbors and fellow residents -- can safely, affordably, and easily get to transit.

Here's how:

- Increase R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or still-to-be-completed.
- Increase non-motorized access allowances in individual projects.
- Make parking more efficient and economic: price parking and using a portion of the revenues to fund improvements for biking and walking around stations.

Increased biking and walking investments are necessary for Sound Transit 3 to get more people moving. I don't want to see ST's success be limited by difficulties in accessing bus stops or light rail stations by foot or bike.

The increased investments will also support Transit Oriented Development and affordable housing around stations, by supporting healthy, equitable communities. And it will provide low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Thank you for considering my comments.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/15/2016	Email	98106

Comment

As you evaluate the timing/priorities of the projects in the ST3 proposal it seems obvious that the Boeing Access Road Link Light Rail Station should be first priority on the list.

1) It has the lowest cost per rider use of any proposed project at .85 cents. (highest value that should be enough right there!)

2) It is the only station that accesses I5 auto and bus commuters from south King County and creates an alternate to the car for accessing the downtown core. THIS IS HUGE!! Traffic volumes from South king county will only increase over the next years particularly from this area into downtown. Think parking your car at the BAR and riding into Westlake center stress free!

3) This project will be highly visible from I5 creating a positive buzz about the investments yet to come from Sound Transit 3 when this kicks off first.

4) With the sports complex in SODO likely to expand even further - the park and ride light rail to the games creates even more demand than currently calculated.

Thank you,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/15/2016

Comment Source
Email

Zip Code

Comment

Hello,

I'm a board member on the South Lake Union Community Council. We are putting together the agenda for our May meeting and I would like to have a representative from your organization come and give us an update on the ST3 proposal. Please let me know if this is something that you are able to do. Our meeting will be held on May 3rd at 415 Westlake at 4pm. I look forward to hearing your response.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/16/2016	Email	98115

Comment

Allow me to add my voice in encouraging more bike access in the Sound Transit expansion plans. The latest extension to the UW Stadium has changed my life -- no exaggeration. My 12 mile each way bike commute was too far to do every day. Now I have a light rail option that reduces it to just five miles (and cuts out Capitol Hill). I bike in almost every day, taking the train whenever I'm tired or the weather is lousy.

Thank you!

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/16/2016	Email	98144

Comment

Dear Sound Transit,

As a cyclist, pedestrian AND as a driver I'm excited that there is an opportunity to help people get to mass transit more easily and to get out of a one more car.

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/16/2016

Comment Source
Email

Zip Code

Comment

I am a daily transit rider, riding from the Mill Creek/Canyon Park area to downtown Seattle on Community Transit. It is very efficient service except for the twice daily traffic jam on I-5, particularly from the county line north.

Basically one of the promised original goals of the Sound Transit project was to clear the gridlock on up and down Interstate 5. As part of that goal ST early on promised rail service to Snohomish County, including Everett. Those were the original promises made to bring Snohomish County into the taxing district. Yet under ST3 the Snohomish County links are being pushed behind newcomers to the list -- expensive tunnels to Ballard and West Seattle, Seattle neighborhoods that already have pretty good transit. In the meantime I-5 north is increasingly gridlocked with cars and buses. We are paying the sales tax, but have been slipped to the back of line favoring more politically influential neighborhoods in the City of Seattle. Don't be surprised if Snohomish County bolts the transit district.

More of us up north would take transit if more was available AND larger Transit Center garages were available. A high priority should be construction of a multi-story parking facility at the Lynnwood Transit Center. Even though we won't see rail transit in a very long time it would be useful to start with the Transit Centers.

Thank you,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/17/2016	Email	98109

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/17/2016

Comment Source

Email

Zip Code

Comment

Missing from the Sound Transit 3 plan: a new station at Convention Place to replace the Metro bus station when it closes.

Instead, the developers plan to add 300 parking spaces when the Convention Center is expanded.

More parking makes no sense whatsoever. The city is already overwhelmed by too many cars, lack of street capacity to get to this additional parking.

Why can't this space be used for a new Link rail Convention Place station instead?

Get on the ball, coordinating with all of the actors in this plan to do something sensible!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/17/2016	ST3 Web Form	98108

Comment

How much sense does it make to have all the meetings in the surrounding area in the evening after work, but the one meeting in seattle is at noon on a Thursday? Really? You can do better than that. Who can attend that meeting? people without jobs?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/18/2016	Email	98117

Comment

Dear Sound Transit,

I don't understand how you expect citizens to support an expansion of the system that will take nearly 25 years to complete.

In comments in the news by Sound Transit officials this expansion has been compared to BART in the Bay Area.

Let's compare a few facts about BART.

In the Bay Area BART issued bonds for construction in Nov. 1962 and 12 years later in Sept. 1974 the system had 71.5 miles of rail in operation.

We are talking about 50 year old engineering technologies and construction techniques. What sound Transit is telling us is that using modern engineering and construction it will take twice as long to build less system miles than it took to build BART 50 years ago.

That just doesn't make any sense at all.

For example it's hard to imagine why it's going to take 22 years to open 7.1 miles of rail from Ballard to Downtown Seattle. That's an average of 0.3 miles per year. It's actually hard to imagine working so slow.

What's equally hard to imagine is supporting the ST3 expansion if it will take an entire generation to build.

If Sound Transit wants to compare itself to BART then use the BART standard. Give us a 12 year timeline for completion and that is something citizens can support. Otherwise the timeline as is cannot be supported.

Best,

[name]

[address]

Note: Official BART timeline

https://www.bart.gov/sites/default/files/docs/PosterTimeline_v2.pdf

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/18/2016	Email	98199

Comment

Hello,

I live in Magnolia with a 98199 zip code.

I am writing to voice my most strong opposition to the proposed ST alignment from downtown to Ballard. Do not put the alignment on 15th Ave West. Do build a new bridge to carry ST across the canal. I fully support 100 % the NW Seattle Coalition's proposal and proposed routing. This routing is supported by all the significant community and business organizations who live, work and use the 15th Ave corridor. ST must revise their alignment proposal to conform with what the community along this corridor requests. NW Seattle Coalition's alignment is a must or don't build anything!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

Hi, I'm [name] from LivableBallard.org, a grassroots community group with over 1000 residents concerned with the impact of Ballard's overdevelopment, which lacks concurrent infrastructure and service expansion. Our organization has reviewed the plan for the Ballard extension—due in the year 2038—and found it completely unacceptable. Ballard is now at 429% of what the DPD (before it split into the SDCI and OPCD) had targeted for 2024 (see attached). Ballard has exceeded growth targets by a larger margin than any other neighborhood in the city. The gross over-permitting of large scale residential development projects in our neighborhood has had the unintended consequence of increased congestion on roads and massive bus overcrowding. We need high-volume mass transit NOW, not in 2038.

Seattle Transit's plan calls for an underground tunnel from downtown through lower Queen Anne to Elliott, then surface or elevated along Elliott and 15th Ave W, a new (low profile, movable) bridge across the Ship Canal, then elevated along 15th Ave NW to Market—where the new station will be 16' above ground with escalators to ground level on east and west sides of the Market/15th Ave intersection, and rails extended several blocks north to handle train storage. Twenty-two years from now, we'll have a freeway exit ramp at the 15th and Market Gateway to Ballard.

If someone could wave a magic wand and make this appear without enormous disruption to this neighborhood, we might support it. But 7-10 years of construction and staging of equipment along 15th—a route already experiencing gridlock during peak transit hours and likely to become worse as transit volumes increase—will create an untenable traffic situation.

An effort is underway by a coalition of groups to counter these plans and offer a more reasonable alternative. Among other things, this is a proposal for an underground tunnel all the way from downtown to Ballard, including under the Ship Canal—and prioritizing this part of ST3 so that Ballard is served much sooner than 2038. We also need a less intrusive way to provide much needed transit to and from one of the City's most dense Urban HUBs because we must work with the growth we've already received.

Please consider prioritizing Ballard (the fastest growing neighborhood in the fastest growing city in the county) before ANY other neighborhoods. To postpone this project until 2038 will make it that much harder to execute in the future.

Thank you,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

Hi:

I live near the children's hospital the new station at the husky stadium has been welcome. However my commute is really long (60-90 one-way) if I use public transport since I still need to bike about 3 miles from the Tukwila Int to work. BAR would cut this down for me by about 20-30 minutes one-way which is far more realistic for a working professional with a family of two kids. Right now I can't see my kids in the morning before I go and when I am back I get some two hours with them. I have lived in countries like Denmark (Copenhagen) in the past and commuting is just not something ppl plan around. They plan around their lives and commuting supports it. Making such changes to suit the needs of the ppl that use transit is what we need to focus on.

I have always been pro-transit and choose not to drive to work even now. But my transit options over driving (carpooling) are unmatched. Takes me 30 minutes to get to work with my co-worker (carpool) and when I take the bus/train it is about 60-90 minutes.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

Hello-

I think it is vital that the ST3 corridor look at adding a branch down Delridge to White Center and Burien. This will help an area of the city that is more underserved and under resources than any other in the city have more access to economic opportunities.

[name]

Highland Park

Seattle

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

Of course, I' teasing. But not really. We're unlikely to increase the carrying capacity of the bridge, but we MUST do something EQUIVALENT because we've INCREASED the carrying NEED faster than any other neighborhood in the city.

In Ballard, we accepted inordinately high density HOUSING by way of high density permitting. I'm all for that. It prevents urban sprawl from consuming our wonderful wilderness and also allows high density TRANSIT options. Please increase the carrying capacity commensurate with this growth. We cannot continue to add commuters without adding commuting options.

I have been unable to find a seat on the express buses (17X, 18X, D-line, 15X) for as long as I've commuted downtown. These lines even leave passengers at the stops for lack of carrying capacity. This wasn't the case 13 years ago when I moved in.

That could include light rail, increased bus service, dedicated bus lanes, HOV lanes, shuttle vans, or any other mass transit option. It will not work if we continue to scale by way of single passenger, privately-owned vehicles.

Thanks,
Michael Wolf

--

[name]

[email]

All mammals learn by playing

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

Hi,

I have copied this letter from another neighbor voicing her concerns. Please read in full and help Ballard!!

I'm very concerned about Seattle Transit's plan for light rail extension to Ballard, which does not take into consideration the urgency of Ballard's transit needs. I've reviewed the plans for the Ballard extension—due in the year 2038—and found it completely unacceptable. Ballard is now at 429% of what the DPD (before it split into the SDCI and OPCD) had targeted for 2024. Ballard has exceeded growth targets by a larger margin than any other neighborhood in the city. The permitting of large scale residential development projects in our neighborhood has had the unintended consequence of increased congestion on roads and massive bus overcrowding. We need high-volume mass transit NOW, not in 2038.

Seattle Transit's plan calls for an underground tunnel from downtown through lower Queen Anne to Elliott, then surface or elevated along Elliott and 15th Ave W, a new (low profile, movable) bridge across the Ship Canal, then elevated along 15th Ave NW to Market—where the new station will be 16' above ground with escalators to ground level on east and west sides of the Market/15th Ave intersection, and rails extended several blocks north to handle train storage. Twenty-two years from now, we'll have a freeway exit ramp at the 15th and Market Gateway to Ballard.

If someone could wave a magic wand and make this appear without enormous disruption to this neighborhood, I might support it. But 7–10 years of construction and staging of equipment along 15th—a route already experiencing gridlock during peak transit hours and likely to become worse as transit volumes increase—will create an untenable traffic situation.

An effort is underway by a coalition of groups to counter these plans and offer a more reasonable alternative. (We need a less intrusive way to provide much needed transit to and from one of the City's most dense Urban HUBs because we must work with the growth we've ALREADY received.)

Please consider prioritizing Ballard (the fastest growing neighborhood in the fastest growing city in the county) before ANY other neighborhoods. To postpone this project until 2038 will make it that much harder to execute in the future.

Thank you,

[name]

Board Member-WA Chapter

American Foundation for Suicide Prevention

Seattle, WA

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/18/2016

Comment Source

Email

Zip Code

Comment

I would like to reiterate my comments on the survey.

I strongly support Sound Transit's plans for forward planning and improvements to rapid transit in our region. I use train, link, bus and ferry every week.

I am very disappointed that there does not seem to be any planning/coordination of improvements with the Washington State Ferry system.

The ferry system is a great resource that serves the cross water population, reducing traffic on the SR16 – I5 corridor. I would like to see the ferry system and Sound Transit working together to improve transportation in our region.

Not even the Orca cards are compatible?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/18/2016

Comment Source

Email

Zip Code

Comment

Dear Sound Transit Folks,

I cannot attend the Ballard ST3 meeting but would like to voice my thoughts on the 2038 timeline for light rail to Ballard. It seems like its very far in the future, and as a homeowner and tax payer, I would like your organization to know I would support higher taxes if it means this timeline can be meaningfully advanced.

Buses are not a solution to traffic, they are traffic. Please keep up the hard work, and bring rail to NW Seattle.

Sincerely,

Dr. Eran J. Gutkin

Resident: Whittier Heights/Ballard

Business Owner: Magnolia

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

As a resident of Ballard, who currently bike commutes to work in the downtown core, I would love to have the opportunity to ride light rail on a rainy day. The current plan wouldn't afford me this opportunity until nearly my retirement age. 22 years is far too long to wait for such an urgently needed facet of an overall transportation model. Our neighborhood is currently growing at a rate far outpacing the ability of the current infrastructure, and it is crucial that we accelerate plans that are forward-thinking and not stuck in the same old "more lanes for cars" model.

I appreciate your concern, and trust that I am not alone in this endeavor to bring affordable, reliable transportation to the Ballard area within a reasonable amount of time, in a manner that will actually serve the demographic makeup of this city, and avoids pandering to developers and other interest groups that seek to delay, or derail these plans.

Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

I hereby request the ST3 planners look at another option. Consider NOT building the second subway. Instead, reconstruct the existing transit rail/bus tunnel. This option is feasible. If you look you will see there is space for a Center Loading Platform in the middle of each downtown station, Westlake, Pioneer, International District etc. This will allow trains to board/unboard on the left and right side at the same time, thus allowing for passengers to board in shorter time. There is space for adding additional escalators, stairs, elevators and where needed, another pedestrian tunnel could exist at the end of the future Center Loading Platform. For safety, add a wall and gate system along the edge of the platform, right now passengers stand back from the edge. This will allow for more standing room. Right now the plan is to have trains come through once every 3 minutes, may I recommend 90 seconds instead. This can be done safely. Also consider "express trains", these trains would follow through the other trains, and not stop at any downtown stations. This would increase capacity of the rail line. What we need to do is emphasize construction of the rail system in the suburbs sooner, by not building the second subway in Seattle, it would free up finances to emphasize suburb construction. The second subway should be delayed. I am also concerned about structural damage to the existing tunnel. Options should be explored to building the second tunnel. For example, the Convention Center station should not be abandoned, but integrated. For example, if a subway is built to Ballard, consider it going there. Also review adding another or more stations underground downtown. For example, consider making the trains longer with more cars. The train would be partially in the tunnel, with the back doors open, left and right, that way you can have four cars. if need be consider making the Ballard to West Seattle section surface, if needed. If possible extend the side platforms so they are longer. Review should be given to doing this reconstruction of the existing tunnel, so as to not interfere with existing operations. Whatever, we need to come up with more cost effective solutions. I believe this would handle the additional 144,000 passengers per day. Reviewing using the existing tunnel for ST3 and abandonment of the second subway should be an option, and present. Give this some brain storming, and see if this is feasible. Thank You.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/18/2016	ST3 Web Form	98117

Comment

You need to sell bonds at the current low rates to finance the project and complete it in three years and not finance it as you go. You need to change the way you think about completing mega projects. Work 24/7/365, two 12 hour shifts, straight time. Award big bonuses if the project is completed on time and or under budget or both.

In 1994 the Santa Monica freeway 15 miles of elevated roadway with numerous interchanges was destroyed in the Northridge earthquake. It was rebuilt in 3 months working 24/7. See:

articles.latimes.com/1994-04-06/news/mn-42778_1_santa-monica-freeway

The voters will never approve a 25 year project because one third of the voters or more will be dead by completion. The DOT's do not have a good track record of doing big projects so it needs to be turned over to professional project managers who know how to get things done on time or earlier and under budget. You need to get the unions to go along or use non union labor.

Comment Date

04/18/2016

Comment Source

ST3 Web Form

Zip Code

Comment

Thank you for inviting comments on ST3.

I have been retired for ten years (from the Puget Sound Regional Council) and admit up front that I am surely out of touch on subsequent data development and policy analysis and commitments. So, my familiarity with ST3 is very general, but here are some possible overview suggestions that might deserve a second or third look.

Themes are (1) find ways to work with pesky uncertainties, (2) LRT/BRT integration as one system, and (3) strategic planning for near-term decisions that are both freestanding and open to longer-term system development.

1. In view of uncertainties over the long run (especially funding), step back and see if the Major Investment Study (MIS) approach (of the 1990s) to such matters is helpful. This approach entailed five broad vantage points, with phased decisions leading the more typical attention to phased actions:

a. Address a well-framed problem before committing to any solution (“problem-solving, not project-driven”),

b. Work at the corridor or subarea scale before the project level,

c. Apply a wide range of decision criteria to a multimodal range of alternatives that includes no-action, and demand management options (free standing or as part of a build alternative, as appropriate),

d. Involve the public (re alternatives, alignments, lanes, TDM and operations),

e. Ensure collaboration among all stakeholders and affected lead agencies, and

f. Include either a funding envelope (a placeholder in the financially constrained Metropolitan Transportation Plan, the MTP) or, absent this, a new funding strategy. As appropriate, apply benefit-cost techniques (aka: “least-cost planning” or Integrated Transportation Planning, e.g., LRT b/c reflecting net new ridership figures (not including riders drained from other mass transit options).

Items b, d, and e are probably well in hand. Renewed attention is invited to items c and f. That is to say, if near-term or long-term funding is very uncertain (for example), then recycle through system development (c). Possible suggestions are given in 2 and 3, below.

2. LRT/BRT balance. Based on #1, above, take a look at the systemic fit on the ground between program elements. BRT offers considerable advantages in terms of the fluid suburban service areas (not confined to fixed guideway), expediency and lower cost, Then possibly adjust the balance and configuration of BRT and LRT.

3. A Strategic Planning approach, responding to #2, above, might counsel the following Action Plan elements (phased decisions leading any phased actions...a strategy for chess rather than checkers).

a. If Sound Transit must rank future LRT corridors or their segments, adopt in advance some fine-grained performance measures. I assume this is well in hand, but an earlier example, if no longer a model, was developed in the I-405 Corridor Program, with several quantitative measures for Mobility (travel times, future demands, door-to-door service, share of peak trips by single-occupancy vehicle, subsystem connections), Congestion (hours, vmt, vht), and Safety. See the I-405 Corridor Program, Transportation Expertise Report, Table 2-1 (Study Objectives, Evaluation Criteria, and Transportation Performance Measures).

b. In the near term, possibly retain the Seattle bus tunnel for continued LRT and bus service (place on hold the irreversible conversion of the north portal to exclusive LRT),

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

c. Align BRT along intended (but fund-uncertain) LRT lines, such that the BRT alignment is a freestanding component, but also is convertible to LRT if and when conditions (ridership, possible funding at the \$50 billion level) might warrant.

d. Note that the I-405 Corridor Program contemplated a functional BRT element based on two HOV lanes (not one) in each direction on SR-405.

e. Consider the option of Seattle's Third Avenue as a possible surface busway for BRT. In 1988 when the bus tunnel was under construction, cut-and-cover reduced Third Avenue to two lanes, yet bus movement was so accelerated and reliable that northbound bus drivers were instructed to leave the south bus barn late so that they did not arrive at north end stations ahead of schedule. Two lanes! During peak hours cars were restricted, and throughout the day left turns were prohibited (an example of fully integrated TDM on the ground as per 1-d, above).

These are just some thoughts. Thanks for listening.

[name]

Shoreline, WA

[email]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98115

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

I agree with these proposals as suggested to me by the Sierra Club.

Especially moving up the UW to Ballard link and the 130th St Station in NE Seattle.

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan:

ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly.

Investigate using county and city bond financing capacity to accelerate design and construction.

Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.

Free parking at rail stations is not sustainable, and the amount of parking proposed to be built takes too much money away from transit system expansion. Sound Transit must charge for the parking it provides at the stations, and use the revenue to fund improvements for local bus, biking, and walking near the station area.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5. Thank you for making the ST3 plan more sustainable for the region.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98028

Comment

Greetings,

As someone who lives in zip code 98028, I eagerly anticipate light-rail to reach Kenmore via Lake City, but I am seriously discouraged by the timeline published weeks ago. It has been 8 years since ST2 was passed by voters in 2008 and construction on its extensions has yet to begin. It isn't construction that is taking time, it is the political inefficiency at fault for Seattle's glacial pace towards modern infrastructure.

To minimize legal battles on property rights, get 4 boring machines and start digging underground to Ballard and West Seattle next week. We can have two new Seattle lines by 2020.

Do whatever you can to eliminate the agonizing planning process that seems to take Sound Transit a whole generation.

Regards,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98028

Comment

In order to promptly serve Tacoma and Everett while expanding Seattle light-rail extensions first is to improve Sounder commuter rail service. Light-rail is getting all the attention, but slower compared to Sounder. If Sound Transit could invest in constructing a permanently Sounder-only rail corridor between Tacoma and Everett via Seattle, Everett and Tacoma residents could be offered 20-30 minute interval rail service all day, daily, to Seattle and stops in-between. This solution would be quicker and cheaper than light-rail due to the terrain and ample room for additional tracks adjacent to the BNSF corridor. By doing this, North and South Sound residents will have access to Seattle sooner than waiting for light-rail while Seattle residents can receive their desperately needed subway system before expanding outwards to the suburbs.

I have always wanted to ride Sounder trains, but the times are so inconvenient that you have to plan your entire day around just riding the train. Riding the train should be available 24/7.

Please think outside the box by using Sounder to do what light-rail would do at slower speeds and more expensive costs. Sounder has so much potential at being a regional intercity rail system like Europe and Japan.

Best,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98105

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the Washington public that are alive today!

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan: ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly. Investigate using county and city bond financing capacity to accelerate design and construction.

Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways!

Free parking at rail stations is not sustainable, and the amount of parking proposed to be built takes way too much money away from transit system expansion! Sound Transit must charge for the parking it provides at the stations, and use the revenue to fund improvements for local bus, biking, and walking near the station area. Encourage the behavior we want with incentives.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5. Thank you for making the ST3 plan more sustainable for the region.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98107

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. The timeline needs to be much faster and I urge the Sound Transit Board to emphasize projects, where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan:

ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly. Investigate using county and city bond financing capacity to accelerate design and construction.

Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5.

Thank you for making the ST3 plan more sustainable for the region.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98115

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I use LINK Light Rail in conjunction with biking and walking. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit. In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future. This should include secure bike parking options, nearby Pronto stations, and large elevators to take bikes to and from the train platform (without having to change elevators for different floors).

- Increasing non-motorized access allowances in individual projects.

- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98117

Comment

1. I'm a big fan of Sound Transit - love light rail and the plan (for the most part). The issues I have is time frame. Ballard is the now most densely populated area in the state. 22 years is way too long. If you want this liberal tax paying 36th District to approve this plan, you will need to do better.
2. The plan cannot include any light rail that has to stop for a draw bridge - this is not rapid mass transit. Just like the dumb Rapid Ride buses are not w/out a dedicated lane or right of way - it doesn't work.
3. Infrastructure is a huge issue. We need to do much better. Please please, I watched round the clock construction in Montlake - you can do this sooner, faster, better.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98117

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines. Specifically focusing on high-density areas that have been emphasized under regional planning initiatives such as Ballard.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan:

ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly.

Investigate using county and city bond financing capacity to accelerate design and construction.

Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.

Free parking at rail stations is not sustainable, and the amount of parking proposed to be built takes too much money away from transit system expansion. Sound Transit must charge for the parking it provides at the stations, and use the revenue to fund improvements for local bus, biking, and walking near the station area.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5.

Thank you for making the ST3 plan more sustainable for the region.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98125

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan:

ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.

Free parking at rail stations is not sustainable, and the amount of parking proposed to be built takes too much money away from transit system expansion. I don't think bus fare should increase, so either include cost at time of bus pass purchase or tax vehicles and add cost to when buying car tabs.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5.

Thank you for making the ST3 plan more sustainable for the region.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98177

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan.

I am concerned that a transit proposal of this scope, coupled with the State's unfulfilled need to finance primary education, will impose tax burdens that will not be sustained by voters, especially since the projected transit benefits are long after I am dead.

I am concerned about siting a transit system on a freeway. This may be convenient, but the northern corridor with commuters needing relief is along Aurora Avenue, not I-5. Enough traffic flows to I-5 already. That traffic should be diverted to something parallel, and that can be reached by walking, not driving. Why the program is postponing service to Ballard is beyond me as well. Voters of all jurisdictions are served best by decisions based on maximizing ridership and operational revenue, not on construction funding in particular jurisdictions.

No "free" parking. If you get off I-5, you will need less parking anyway for the system will be closer to commuters.

Thank you for making the ST3 plan more sustainable for the region.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/19/2016

Comment Source
Email

Zip Code

Comment

I want to make it very clear how many of your citizens think the Ballard line should be built sooner. It has the highest ridership projections, and if done first could help pay for other lines through the fees they collect for ridership. Furthermore, it's so important that the line is grade separated. Look what happened last night with the Ballard bridge getting stuck in the up position. We can't stop all the public transit in the city with such incidents.

The city cannot continue to grow at the rate at which it's growing without us getting reliable public transit in place.

Comment Date
04/19/2016

Comment Source
Email

Zip Code

Comment

The most striking thing for me in the proposed plan for Sound Transit is the price tag. Even over 25 years, fifty billion dollars is a lot of money. I'd like to know what that kind of investment directed at self-driving vehicles could do for our region's transit needs. Self-driving vehicles can substantially increase the capacity of existing highways. They can reach everywhere, not just selected areas as rail does. They permit vastly more flexibility and resilience than does rail. In addition, investment of billions of dollars in nurturing self-driving vehicle technology would allow for small investments in the future to add increments of capacity. Future investment in rail would be equally, or even more, costly than the current plans.

My neighborhood of Rainier Beach is a fine example of the shortcomings of rail. In the five years that we've had the Link station at Rainier Beach, Metro has made almost no effort to provide transit to the station. Combined with the parking ban around the station, this has limited ridership from RB to half that of the neighboring stations. In addition, Metro still runs a bus line immediately alongside the Link trains because the Link stations are considered to be too far apart. Clearly Link light rail does not fully serve the needs of the areas around its stations. Would more of the same really be worth \$50 billion?

I would like to see a cost-benefit analysis of rail vs. self-driving vehicle technology. On top of better service, self-driving vehicles would free up valuable land that is now devoted to parking lots. They would reduce accidents, thus saving lives and money. Google has a target of having their self-driving car commercially available within four years, while Sound transit will take 25 years to serve all of the areas in the current plan. Once again, before we commit to spending \$50 billion on your plan I'd like to see how it compares to the alternatives.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/19/2016

Comment Source
Email

Zip Code

Comment

I live in Bothell, almost Mill Creek.

Here are places I would want light rail to take me.

1) Downtown Seattle for events and/or day out: Mariners, Seahawks, Seafair, Bumbershoot, theater (Paramount, Moore Theater, 5th Avenue), Seattle Center, Capitol Hill for live music scene, Pike Place Market

2) Airport, it would be easy to get a ride or cab to a transit center.

3) All the malls. I work within walking distance of Bellevue Square, my husband works within walking distance of Southcenter Mall.

I shop at Alderwood, and Northgate.

4) Ballard for shopping, restaurants and nightlife

5) University of Washington, for Husky games, etc.

Transit has to be clean, safe and run at all hours. If I take transit to a sporting event, I don't want to worry about the last train. I need to feel confident I can catch a later one, what if I want to stick around and enjoy Seattle nightlife.

The Auburn train, is great during commuter hours, but doesn't run nights or weekends so when we lived there, we couldn't use it to go to Seattle.

For the airport, if I have 9:00AM flight out of SeaTac, I have to be there at 7:00AM, so I have to leave my house at 5:30 AM to be safe.

If my flight home lands at 9:00PM, and I have luggage I need a 10:00-11:00 PM train home.

Thanks,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/19/2016

Comment Source
Email

Zip Code

Comment

Dear Sound Transit board,

I am a lifelong Seattleite who has seen traffic get worse and worse every year, while much needed transit is built at a glacial pace. For too long, political constraints have stood in the way of faster progress. I believe the political dynamic has finally changed, and Sound Transit needs to press the advantage by shooting as high as possible on ST3.

Frankly, what I've seen so far is underwhelming. I would like to see more lines, and sooner. We have put this off for far too long already, and half measures now in the name of cost savings are short sighted and will lead to larger expenses in the long run. We need a real, robust system, and we need it as soon as possible.

ST has silenced doubters with the University link expansion, now is the time to make a big ask. As you continue planning for ST3, please be ambitious and get us a real transit system in a reasonable timeframe.

Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98102
04/19/2016	Form	
Comment Source	Zip Code	

Comment

- 1) Ballard to Downtown Seattle must be fully grade separated.
- 2) Ballard to Downtown must be done as quickly as possible.
- 3) EIS/ROD for Ballard/UW and WS/Burien
- 4) Study work for Ballard/Lake City & SLU/CD line
- 5) Fund 130th
- 6) Speed up Graham Station (quick wins)
- 7) Everett along I-5 alignment with BRT improvements
- 8) All subareas fund new downtown transit tunnel as they all use it.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98103
04/19/2016	Form	
Comment Source	Zip Code	

Comment

I am disappointed in the deliverables and timelines for ST3. If we are building a transit system to last 100 years we need to do it right. An acceptable package:

1. Grade separated light rail from Ballard to Downtown
2. Terminated station at Ballard with room for expansion for Ballard-UW and northward
3. Terminated station at Alaska Junction with room for expansion to Burien
4. Expedited design/EIS for Seattle expansion projects so they are shovel ready when funds are available
5. No drawbridge over the ship canal. Dedicated ROW for rail (tunnel/high bridge)
6. No subsidized parking. Let private developers fill this demand. Station walkshed should be preserved for dense and affordable housing and retail (which will generate far more revenue).
7. Demand access to federal loan guarantees or an infrastructure bank to improve capital flow. It's ridiculous that project timelines are constrained by tax revenue. That's not how infrastructure finance works in the developed world
8. Move more aggressively on projects serving low-income/communities of color/immigrant communities assuming displacement mitigations are also pursued. Disappointment in Burien cut
9. All stations should have ample bike amenities (racks and lockers) as well as Pronto stations on-site.
10. Fund Northgate bike/ped bridge

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98103
04/19/2016	Form	
Comment Source	Zip Code	

Comment

I think that 20+ years for no more than 15 miles of light rail is unacceptable. Global warming is killing Seattle, and Sound Transit is relaxed in its timeline. It is unfair to declare a long timeline and then beat it by a little. The community is on board and will cooperate with good faith timelines should be realistic, and I don't think that it takes 5 years to get the permits. When a private company wants to build [illeg], it quickly gets all the necessary permits. This project is for people, and we need it now. I have two children who tell me every day how much they want to live without a car. I am with them completely, and it causes me great distress to spend 2.5 hours a day stuck in a car. Temperatures are rising, and it's time to not [illeg.] transportation.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98103
04/19/2016	Form	
Comment Source	Zip Code	

Comment

1. Excellent job on presenting the proposals and having details available for all projects. The staffing of representatives from Sound Transit and King County Metro was especially good to ensure everyone could get their questions answered without excessive waits.
2. Project timelines show a large amount of lead time in alternatives, environmental review and preliminary design. I would challenge Sound Transit to stay towards the lower end of those ranges and/or look at shortening them.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98105
04/19/2016	Form	
Comment Source	Zip Code	

Comment

Interbay stretch of Ballard line needs to be grade-separated. At-trade is unacceptable for what will be one of the busiest transit lines in the country in terms of ridership/mile. Movable ship canal crossing also unacceptable.

Paine field diversion not good - north Everett more appropriate. Issaquah link requiring a transfer at E. Main hurts that route's competitiveness with peak driving.

Tacoma Mall link needs to be restored - 19th ave streetcar less than what is justified in Tacoma.

Privatize parking garage risk, have companies build and charge for a profit in order to spread risk.

Include EIS for Ballard-UW and WS-Burien. Prevent WMATA/BART maintenance disasters. Add provision for it. Prevent DART & Denver type frequency cuts - add provision for it.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98105
04/19/2016	Form	
Comment Source	Zip Code	

Comment

Interbay stretch of Ballard line needs to be grade-separated. At-trade is unacceptable for what will be one of the busiest transit lines in the country in terms of ridership/mile. Movable ship canal crossing also unacceptable.

Paine field diversion not good - north Everett more appropriate. Issaquah link requiring a transfer at E. Main hurts that route's competitiveness with peak driving.

Tacoma Mall link needs to be restored - 19th ave streetcar less than what is justified in Tacoma.

Privatize parking garage risk, have companies build and charge for a profit in order to spread risk.

Include EIS for Ballard-UW and WS-Burien. Prevent WMATA/BART maintenance disasters. Add provision for it. Prevent DART & Denver type frequency cuts - add provision for it.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/19/2016	Form	
Comment Source	Zip Code	

Comment

It's not hard for me to get to downtown from Ballard. It's hard to get east, to UW and the eastside! Please prioritize link light rail from Ballard to UW. I will vote against any ballot measure that doesn't deliver Ballard to UW link light rail by 2030. (I don't believe it takes >15 years to build anything.)

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/19/2016	Form	
Comment Source	Zip Code	

Comment

Any route from downtown to Ballard needs to be fully grade separated, with no drawbridge. Delays through a downtown tunnel due to traffic elsewhere in the system will cause problems. Consider an E/W tunnel line from Ballard to UW. It can be done fast, gives the 36th a reason to vote, and improves the whole network.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/19/2016	Form	
Comment Source	Zip Code	

Comment

[Sticker: NW Seattle Coalition #ST3 #WestIsBest #TunnelToBallard Largest ridership, needs top quality reliability.]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/19/2016	Form	
Comment Source	Zip Code	

Comment

I will not vote for a plan that doesn't consider light rail to Ballard in 10-15 years. 22 years is too long. Ballard needs light rail now.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/19/2016	Form	
Comment Source	Zip Code	

Comment

I don't understand how the majority of the Paris Metro could be built in 20 years in the early 20th century, but it will take us 20 years to build one line to Ballard in the 21st century. This plan is simply unacceptable in the length of time it will take to bring light rail to Ballard. I will not be taxed thousands of dollars to wait for decades, while far-flung suburbs are prioritized over the densest parts of Seattle. It is also a travesty that there is no definite plan for a Ballard-UW line. Right now, I vote a big NO unless some major changes are made to the plans.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/19/2016	Form	
Comment Source	Zip Code	

Comment

I support the 15th and Market station as proposed! Thanks!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/19/2016	Form	
Comment Source	Zip Code	

Comment

How ill a \$50 billion ST3 ballot proposal affect the school levy coming next spring from the [name] decision of the Washington Supreme Court? Will this add too much in the tax burden? Will it be worth it? Will today's children (who are too young to vote) be willing to ride and pay for - will this ST3 project consume a bonding capacity - leaving as a practical matter, no bonding capacity for much faster systems such as 100mpg high speed trains in the median of the I-5 and I-405 freeways?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/19/2016	Form	
Comment Source	Zip Code	

Comment

The ST3 survey is too comprehensive regionally for most people. Many of the questions asked me to prioritize my neighborhood against neighborhoods I have no knowledge of (of course I will prioritize my neighborhood!).

I recommend the survey be simplified so you can get better feedback.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/19/2016	Form	
Comment Source	Zip Code	

Comment

How can you not understand broke - your out of money - we are too - don't even think about asking for more money - you take away my loading zone - put more bike lanes in. Make 4 (2 north - 2 south) lane roads down to 2 (1 north & 1 south). How much in the last 3 years have you asked? For what happened to \$30.00 car tabs. How can 6,000 in taxes now go to \$10,000. Is this fair who works for who - where do your money from?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/19/2016	Form	
Comment Source	Zip Code	

Comment

Bridge crossing for Ballard line, a big concern for a potential bottleneck.
Timeline should consider population density.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/19/2016	Form	
Comment Source	Zip Code	

Comment

I firmly believe that the new proposed link light rail line to Ballard is misguided. The route, as proposed may be the most direct way to link Ballard and downtown but it involves building a new bridge over the ship canal. I understand the projected ridership numbers but I believe users would trade a bit longer commute for a line thru Wallingford to Montlake that could potentially be built in far less time.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/19/2016	Form	
Comment Source	Zip Code	

Comment

Is there any possibility of adding a Sounder train station in Ballard. I believe by adding a station in Ballard, people living in north of downtown can commute up to Edmonds/Everett easily (something that currently would require driving or taking bus to south downtown station). Thank you!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/19/2016	Form	
Comment Source	Zip Code	

Comment

I have lived in Ballard for 2 years and plan to stay in Ballard. It is ridiculous that light rail won't come to Ballard for 20 years. Lots of condominiums/town houses are being built RIGHT NOW! Traffic is already at a bottleneck. By the time light rail comes there won't be space for a station because of all the condos! By 2040, I will be closed to retirement if not dead.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/19/2016	Form	
Comment Source	Zip Code	

Comment

2016 Ballard is under construction - nearly every block - low income housing, high income apartments, condos, townhomes - at a rapid rate.
Why should Ballard be at the end of rapid metro 20 30 something?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/19/2016	Form	
Comment Source	Zip Code	

Comment

The problem with the draft plan is that Sound Transit has chosen the 70' bay bridge & straight down 15th. Instead I want to see the west route parallel to 15th, and not 15th to a tunnel under ship canal to main station at 17th & Market. This would interfere less with traffic during construction, bring the station an appropriate intersection without anything to 15th/Market [illeg] and the slow [illeg] proposed bridge [illeg] Ballard.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/19/2016	Form	
Comment Source	Zip Code	

Comment

Please review a tunnel for Ballard this is critically important to our community.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/19/2016	Form	
Comment Source	Zip Code	

Comment

All rail needs to not be at grade, especially Ballard's. No drawbridge for rail to Ballard.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/19/2016	Form	
Comment Source	Zip Code	

Comment

Even aside from the timeline, at-grade for Ballard to downtown is just unforgivable. I think the problems yesterday (April 18th) made it very clear why a drawbridge is not acceptable, and it's not at all unusual for Interbay to have major issues that would likely affect the train (just as they impact Link on MLK). Combined with the timeline - after West Seattle? - and the complete lack of consideration of the much needed Ballard-UW line, I can't see voting for ST3 as it stands.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98109
04/19/2016	Form	
Comment Source	Zip Code	

Comment

Central corridor light rail - Interbay to Ballard - go under canal.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98115
04/19/2016	Form	
Comment Source	Zip Code	

Comment

1. Geoff Patrick just said that “light rail cars can carry 200 people”. There are 74 seats per car. Almost 130 additional passengers?
2. We completed Tukwila to SeaTac in two years; how can it take twenty years to Ballard (both have 200 “crossings” over the Canal and over 518/Intl Blvd).
3. The I-90 floating bridge “moves” 22” in typical winter storm – several times each winter. You’re using continuous welded rail. How will it not break?
4. The light rail trains will fill up at Northgate. When they reach Capitol Hill, there will be no room. This is exactly what is happening in Vancouver BC and its Skytrain. In-city has no room. Because of its light capacity, it moves very few people.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date 04/19/2016	Public Meeting Comment Form	98115
Comment Source	Zip Code	

Comment

Missing link: a true first-world rapid connection between Ballard and U of W if not Golden Gardens and Sand Point Park.

Instead of large car parks at suburban stations, put emphasis on pedestrian & cyclist access. Put emphasis on bus routes feeding suburban stations from strategically located bus stops.

Build true BRT, not faux BRT. That "Rapid Ride" is being termed rather than BRT is very appreciated.

Research significantly improving reducing origin to destination travel times. Investigate best solutions world-wide. Commend improving making transfers. Recommend minimizing walk distance between.

Get a trained HR staff person skilled in calming outbursts by difficult people. (Please compliment the woman who walked away with the very loud person). An outburst can really disturb the mood. I

recommend being proactive.

Interim to long lead time projects: Investigate getting lane and signal priority rapid bus service on routes ahead of opening the long projects.

More Q&A, less repetition of what is online and on the sign boards.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98115
04/19/2016	Form	
Comment Source	Zip Code	

Comment

Traffic from Ballard to the U-District is terrible. There are no wide roads or fast roads along this corridor. Perfect RapidRide will help, but it will never be as good as a rail line underground. Build Ballard-UW in ST3.

Additionally, consider how to cut time on every single section of this project, please.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98115
04/19/2016	Form	
Comment Source	Zip Code	

Comment

For the most part the draft 3 plan is very good and comprehensive in my opinion. However I think the timeline of the station openings needs to be accelerated because this will help with traffic relief, increase ridership, and make the funding measure on the November ballot more likely to pass. I live in NE Seattle and am looking forward to the Roosevelt station opening. However I think the Ballard station needs to open sooner. I understand that NE-NW Seattle is not a high priority but I drove to the April 19th open house at Ballard high school because it takes 15-20 minutes to drive and Metro trip planner said it would take me 56 minutes and 2 transfers. I would also like to have limited parking at most stations and instead have frequent bus service instead feed into the stations.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98115
04/19/2016	Form	
Comment Source	Zip Code	

Comment

Sooner!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98117
04/19/2016	Form	
Comment Source	Zip Code	

Comment

Dearest Sound Transit folks:

I appreciate, first off, that Sound Transit is first and foremost a regional agency. The agency's mission statement makes that clear. That said, there's got to be a way to prioritize the highest-ridership lines for construction. If we can build an eighteen-million dollar platform at Mukilteo to serve 142 daily Sounder boardings, surely there's money in a \$50 million package to accelerate Ballard service, estimated to serve 140,000 riders. Who can we turn to for transit, if not to our appointed transit agency? Please, push internally for priority service to Ballard.
(Also, grade-separate it! Don't make the Rainier mistake twice!)

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date 04/19/2016	Public Meeting Comment Form	98117
Comment Source	Zip Code	

Comment

As a twenty year Ballard homeowner who has seen traffic go from usually clear to usually bumper to bumper, I want make it clear that I want Sound Transit to go big, and streamline the process to get light rail to Ballard faster than 20+ years. I am also concerned that much of the Ballard line is at grade across the Ballard bridge. That seems like a slower more dangerous option than a tunnel. I realize it is a matter of cost, but as a taxpayer I am willing to see my taxes go up more if we can get light rail faster. I'm willing to put my wallet where my mouth is. Along those lines I believe a line from UW to Ballard should also be put on ST3. Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98117
04/19/2016	Form	
Comment Source	Zip Code	

Comment

22 years is too long to Ballard. It is unacceptable!! I may have to vote against ST3 based on this and lobby the city council for a city-system that will get to Ballard faster! The idea of having light rail to Ballard running on a bridge (!!!) and in which traffic over the Salmon Bay is ridiculous!!! I will not support a plan that puts light rial on a a draw bridge or in with traffic.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98117
04/19/2016	Form	
Comment Source	Zip Code	

Comment

The current timeline to get light rail to Ballard is way too long and only gets to Market. It needs to happen in <10 years and reach 85th. More express buses to downtown during all hours.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98117
04/19/2016	Form	
Comment Source	Zip Code	

Comment

I'm very concerned with the proposed scope and pace of the Ballard line. With the projected growth of this area I would think we'd be a higher priority. At grade is very undesirable as well. My 3 year old will be in her 20s by the time this is done and that's ridiculous! Not enough service for too much money.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98117
04/19/2016	Form	
Comment Source	Zip Code	

Comment

More transit is need along existing lines. BRT and Sound Transit Sounder travel needs to increase. Using already existing [illegible] to meet the current demand. We need to not have parking garages as part of the plan but more transit and rapid transit to existing light rail.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98117
04/19/2016	Form	
Comment Source	Zip Code	

Comment

As a 27 yr resident of Ballard and user of King County METRO to commute downtown and user of I-5 when commuting to Everett by car:
Please consider the commitment made with [illegible] in 1995 to get to Everett, Bellevue and Tacoma as a strategic commitment BEFORE building light rail to Ballard.
Both Ballard and Everett have equal critical light rail needs to gain the support of Snohomish County transit users/voters – think regionally “Everett First”! “Or at the same time”

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98117
04/19/2016	Form	
Comment Source	Zip Code	

Comment

How does this impact traffic in 22 years while the system is in place

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98117
04/19/2016	Form	
Comment Source	Zip Code	

Comment

Ballard - Sound Transit route is making an expensive mistake! 14th NW used to be the rail route from NW 65th to ship canal where the old bridge crossed the ship canal. The old bridge footings are still there on both sides of the ship canal. The permits and construction costs are much cheaper and you won't have to buy land! And rail easements south into Interbay may still exist. This can save Sound Transit millions using old shingle mill lands. Good luck!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98117
04/19/2016	Form	
Comment Source	Zip Code	

Comment

Ballard needs transit now. Developing enough east-west transit to accommodate transit for all people of all social & economic backgrounds. Removing using many[sic] to build parking structures and use the money to build more transit as soon as possible. Cashless systems exclude low income & no income people. More increased bus transit while we are waiting for more light rail.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98117
04/19/2016	Form	
Comment Source	Zip Code	

Comment

Please build rail transit to Ballard sooner (ie. 8 year time frame instead of 22 years).
Also - please consider expanding along 15th all the way to 85th (ie the Crown Hill Urban Village).
Finally, please consider above or below grade travel along the entire route. Speed of travel is extremely important. Thanks for your consideration.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date 04/19/2016	Public Meeting Comment Form	98117
Comment Source	Zip Code	

Comment

Schedule delays happen. I rely on Metro's app & One Bus Away (which is more user friendly, sorry) but it isn't reliable for my frequent routes:

-Route 62 (new) - buses that are 18 minutes away suddenly become 3 minutes away, which means I miss it if I relied on the info

-Route 62 - A projected bus shows up as promised, but it's marked "Ryerson Base" and doesn't stop (but One Bus Away thinks it did)

-Route 75 is totally random due to retaining wall work on Sand Point Way, which is understandable, but the route info wasn't updated on the app so the app is wrong. Please update info for long-term re-routes.

It may not seem like a big deal, but reliable info on those apps can make a huge difference to frequent riders. Thanks!

I live in Ballard, work at Seattle Children's Hospital admin building (Sandpoint at 70th). My best time ever to work was 70 minutes. It's 7 miles. Please run more route 44 buses - they are packed at peak commute times, which causes them to run late & bunch up. And it would be really nice if they roof didn't leak when it rains.

I love the light rail from Husky Stadium to downtown for evening events...but have heard folks who don't ride it because they can't use their bus transfer so the cost of their commute doubled when buses to the U-District were reduced in favor of light rail. Need to keep cost in mind, please.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98117
04/19/2016	Form	
Comment Source	Zip Code	

Comment

Please make available the financial analysis supporting Sound Transit decisions. This includes the detailed models and decision criteria, as well as support for assumptions. Avoid arguments that data used was subjectively selected to support the case.

For "Bus Rapid Transit" add capacity to speed up the buses (new roads) rather than eliminate roads used for cars.

Do not put cars and light rail on the same grade.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98117
04/19/2016	Form	
Comment Source	Zip Code	

Comment

The only concern I have is with the amount of time forecasted for light rail to Ballard. Anything we can do to advocate for a faster delivery on this high-use transit corridor? (e.g. permitting, city planning, etc.)

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98117
04/19/2016	Form	
Comment Source	Zip Code	

Comment

I am wholly in favor of ST3 but with the following caveats:

- 1) Compress the timeline! Given the rate of growth and geographic challenges we have, more rail-based mass transit is needed now, not 25 years from now. Some ideas: be more creative with funding to satisfy cash-flow (feds?), tighten up the initial alternatives review to 1 year old; ask local councils to declare an "emergency" so that permits and other logistics can be expedited; do more construction concurrently. Everett is important, but Seattle is more important from the perspective of urban density and growth and people more willing to use transit.
- 2) Use every means to maintain grade separation. This will create the reliability that people expect to have w/rail.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98117
04/19/2016	Form	
Comment Source	Zip Code	

Comment

1. Build it faster. What is being talked about for 2040 should be built by 2026-2028.
2. Use self-driving cars for local links (particularly the east-west link) to the north-south lines.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98117
04/19/2016	Form	
Comment Source	Zip Code	

Comment

After reviewing your literature, I cannot support a plan that places light rail stations that service Ballard in last priority when planning for service within Seattle. By your own data, you project the ridership to be 4x greater than ridership serving West Seattle and yet the service to Ballard is planned 5 years later. Why is it that Tacoma, which is already serviced by the Sounder train will be prioritized before Ballard service?

Stating that the project is complex seems like a "red herring." I am certain that all of these projects are complex, and yet some receive higher priority than others. It is short sighted planning such as this that discourages me from living in Seattle after having chosen to live here for the past 21 years.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98117
04/19/2016	Form	
Comment Source	Zip Code	

Comment

While having access sooner would be ideal, I understand that this takes time. Beyond that, my main concerns are serving east-west within Seattle. That doesn't seem to be part of the plan at all. And secondly, the speed of commuting on the light rail. It takes 47 minutes from the airport to the UW station. If we want to move people all the way from Tacoma and Everett, we will need express trains running on light rail. It will take well over an hour on light rail and that doesn't seem like an improvement over the ST trains that already run the whole route... Just sayin!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98117
04/19/2016	Form	
Comment Source	Zip Code	

Comment

St3 should bring LRT to Ballard earlier. The demand of Ballard are residents for transit is constantly growing. As more housing builds out, we need fast, frequent connections to downtown & SLU. I would like to see light rail by 2030.

In addition, to continue to build ridership for LRT, the early wins for RapidRide D line need to bring the RapidRide to a new BRT level. More priority, off-board fare payment, and even more frequent service. RapidRide should be competitive with 15x or even better. This needs a strong and coordinated effort between SDOT, Metro and Sound Transit to make this happen.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98119
04/19/2016	Form	
Comment Source	Zip Code	

Comment

The Sounder upgrades are weak. For serious high-speed 80 MPH services to occur there needs to be major upgrades to the tracks. Upgrades should include (1) overpasses/underpasses at all crossings (2) New stations on North Line, Richmond Beach, Ballard, North Downtown. North Downtown to be at the Magnolia Bridge, right across from Taco Time. That's Elliott and Gaylor. That North Downtown location would converge with the Metro D line – future light rail. #24, 32, and 33 Metro routes great for transfers. Right now Sounder Riders must ride All the Way down to King Street Station!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98119
04/19/2016	Form	
Comment Source	Zip Code	

Comment

22 years is too long to get to Ballard
An east-west route from Ballard to UW should be more heavily considered
I do like the Ballard-Downtown proposal, but why not do the following
-Tunnel below 15th Ave W (ie don't build a surface train)
-Tunnel below the ship canal (bridge? even if it is taller, you'll still have unforeseen delays due to openings. You've tunneled under the canal between Cap Hill-UW. Repeat for Interbay-Ballard).

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98122
04/19/2016	Form	
Comment Source	Zip Code	

Comment

Route Ballard-Downtown corridor thru Fremont & Queen Anne Hill and keep it all underground - please make it high quality and hit as many established urban villages as possible - grade separated.

Faster timeline, please do what you can to speed up construction.

UW-Ballard corridor in ST3

Light rail or busway on Cross Kirkland Corridor to Downtown Kirkland in ST3

As a quicker timeline project, infill Sounder stations at Broad St and Golden Gardens and have Sounder South terminate at Golden Gardens

Locate Ballard station west of 15th to be closer to the heart of Ballard

Busway and BRT for West Seattle-bus is a better mode given how dispersed activity centers are in West Seattle

Don't complete the spine with light rail; serve Everett & Tacoma with better and increased Sounder Service - add track, electrify, 1/2 hourly, weekends

Route any line to Issaquah through the slough so that the transfer can be at South Bellevue; Seattle-Issaquah trips are too out of way as proposed for the transfer and has duplicative/redundant track just to bypass slough - go for the fight against faux-environmental activists/obstructionists.

No I-405 BRT - serves a freeway and cloverleaves and nothing else. No TOD potential, everything worth serving is away from freeway.

No Paine Field alignment if Light Rail must go to Everett.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98125
04/19/2016	Form	
Comment Source	Zip Code	

Comment

Make a commitment to a pedestrian station at NE 130th Street. Commitment to build.
Protect the North Fork of Thornton Creek from I-5 run-off. Daylight Thornton Creek at NE 145th Street Station.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98125
04/19/2016	Form	
Comment Source	Zip Code	

Comment

I am concerned about rezoning residential areas into high density housing. I was not happy with the proposed plan for the 130th station.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98133
04/19/2016	Form	
Comment Source	Zip Code	

Comment

The 130th street stop between Northgate and 145th St is imperative to the north side easement of congestion on I-5.
500 parking spaces at 145th St stop with an estimated daily ridership of 6000. This needs to change to accommodate more cars.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98133
04/19/2016	Form	
Comment Source	Zip Code	

Comment

Prefer NW Coalition Plan: West Is Best

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98133
04/19/2016	Form	
Comment Source	Zip Code	

Comment

The N. 130th st station is a make or break issue for me. Not including the 130th st station in the plan is a failure.

My husband and I am willing to go door to door in our neighborhood to convince our neighbors to advocate against any plan that does not include the N. 130th st station. I will get 100 people to vote against any plan that does not include a N. 130th st station. We can do this. My husband got the Seattle Teacher's Union to vote against the Mayor's Pre-k plan by talking to his fellow teachers at every meeting he attended. Do not underestimate the power of the people, after all we fund everything at the end of the day.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98133
04/19/2016	Form	
Comment Source	Zip Code	

Comment

I like what I see with plans reaching to Everett & Lynnwood. Ballard & W Seattle too!
I would love to see that Ballard terminus extend further north and connect with Northgate (as long as it is in the neighborhood).

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98133
04/19/2016	Form	
Comment Source	Zip Code	

Comment

The following modifications to the draft plan are very important to me:

- NE 130th St station must be funded & built as soon as possible w/o jeopardizing federal funds
- Make Graham St an "early win"
- Ballard-Downtown should be fully grade-separated
- Ballard-Downtown should be built faster, get creative to build it sooner!
- Please, if you must build parking garages (ugh), price it!
- Fully fund the EIS for west Seattle-Burien and Ballard-UW
- More should be spent on green, multimodal station access

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98144
04/19/2016	Form	
Comment Source	Zip Code	

Comment

I have noticed you want to use a large amount of money on keeping the rails in good repair, and I suspect a lot is given to conducting inspections. What you should do, as far as I am concerned, is put detectors somewhere on the trains - the wheels would probably be a good place - that sense if something is wrong with the track, significantly reducing but not eliminating the need for inspections, giving you more money to spend on other things or not have tax for at all.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98153
04/19/2016	Form	
Comment Source	Zip Code	

Comment

- 1) Business drives the need to change or we lose jobs & revenue at every level development & financing & urgency should be factored in. Alliances including funding (taxes) should be the primary consideration. This would reduce the burden on the individual riders, especially the youth, poor, aged & infirmed.
- 2) No Edmonds link?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98199
04/19/2016	Form	
Comment Source	Zip Code	

Comment

I live on Interbay side of Magnolia and have been seen the growth of traffic on 15th Ave W as Ballard and further north neighborhoods have grown. I am very concerned with the ST3 light rail sharing the roadway - particularly the proposed "at grade" from Smith Cove to Interbay.

The "west is best" alternative reads better.

I support the idea of greater mass transit, but many of the other proposed expansions have little value to our family.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

I share the enthusiasm for mass transit. Being a Ballard resident, I feel left out as we are at the bottom of the list. Ballard is growing and needs to be connected to the rest of the city. I would like to see Ballard given greater importance. Residents here are supportive of mass transit and would support an even more ambitious project. Specifically, connecting the East and West sides of the city [with?] mass transit. A connection between U District and Ballard would be more than welcome.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

I specifically want to address routes serving North greenwood. I'm a resident of 95th St and have lived there for 5+ years, taking the 28X which recently changed. The new route is significantly slower and is discouraging for longtime riders commuting to downtown. The bus is often too small and fills too quickly. My suggestions – revert 28X to original route
Change 355 to not go to UW – more direct route to downtown
Extend 5X to 100th

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

More Rapid Ride with dedicated ROW, queue jumps, high frequency service!
Ballard routes like the D, 40, 44, are super important
If we can get ST3 built, so much the better but buses will have to do in the meantime

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

1. Complete Ballard – Downtown first. It is needed
2. Move alignment WEST. Do not add to transportation/freight mobility woes on 15th West. Follow WEST through Interbay with a Magnolia stop, then tunnel under ship canal.
3. Please solve problems instead of adding to existing ones

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

Re: Ballard – Downtown
WEST IS BEST.

No at grade or elevated along 15th West. That is insane. No moveable bridge over ship canal – dig tunnel.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

No 130th Station = I will doorbell my neighborhood until I have 100 NO votes on this project.

- Missed ONE election since 1978
- NEVER vote for community wrecking Republicans

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

Faster, better, stronger! ST3 is strategic and forward thinking but it could be even better. For Ballard, light rail to downtown and UW is essential for the growth we are experiencing now and anticipate for the future. We are expecting phenomenal growth in Seattle and with density changes must come transit improvements. I want to see light rail to Ballard in 15-20 years, grade-separated and with consideration for future expansions to UW, north of Ballard and connections to Northgate and points north. Including these improvements will make this a sustaining, strong line for Sound Transit.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

I am a senior without a car. I depend on the bus or walking.
It is essential to have service during the day as well as during commuter hours.
I was sad when the #17 became express only since I can't take it to get to my son's house and have to walk over a mile.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

I want to use the future Ballard light rail and current UW lite rail and don't want to drive my car to stations, since no park n ride.

Looking forward to a small connector bus getting people off Phinney Ridge, to go E or W to connect to the ST.

These busses are vital to [up arrow] usage from my area.

For ST4 please dig a tunnel under South Phinney Ridge to run a ST line from Ballard to Roosevelt.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

I see all my property taxes going to the I-5 corridor and greater King County, while Phinney Ridge remains transit's orphan child.

Growth in Ballard and now Phinney Ridge has been astronomical, yet we still have no EAST-WEST service between 45th NW/N/NE and 85th NW/N/NE.

We need a bus running EAST-WEST on 65th (NW/N/NE) – routing over the top of Green Lake so that people who live between 45th and 85th can travel east-west without going downtown and back north again – and can connect with the ever-expanding services in the I-5 corridor. We need this NOW – not in 2040.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

As a business owner with 9 employees (just N of Wallingford) I cannot believe there is not a planned East-West route from the University of WA to Ballard. 45th is a growing corridor and the HALA proposals all call for much greater density. Bus routes through a crowded Metro area on streets already gridlocked are NOT the answer.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

When I was growing up in Los Angeles, Southern California (1950s) the city was slowly dismantling their rail network. It didn't make any sense. I turned out that this trend had started in the late 1940s – Interurban, local, standard gauge and narrow gauge – ugh!
Now the city fathers of LA are spending millions to rebuild some of the interurban lines.
It is good and pleasant to be in a city with expanding rail service. I recently started using the UW terminal
well enjoy Angle Lake in September and may live long enough to ride to Northgate and enjoy a light rail into Ballard

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

I would like to see door-to-door options:

- Access van
- Shuttle express
- Uber [illegible] the 100,000 self driving cars mentioned in March

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

Make The D Line Great Again

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

More light rail from the Ballard Bridge along Leary Ave so light rail is in the heart of Ballard, move light rail along 24th Ave NW
Need a line from Ballard to UW too

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

For the price tag, it seems the timelines are too far in the future. Ballard has taken its fair share of density without the transportation concurrency, i.e. light rail etc. A streetcar connecting Lake Union, Fremont and Ballard could be built quicker and less expensively to serve the Ballard area until light rail is built. In addition, an east-west connection from Ballard to the U District should be done more quickly. The north-south spines as planned are needed but local connections should be reprioritized and built sooner. This may be a factor as to whether the ballot measure gets approved.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

I like all the rapid ride planning. Looks like 2025 planning map shows Rapid Ride running through Ballard on #40 route, and having it turn east on 85th
I would hope local #40 would still provide service btw. Ballard and Northern Greenwood as it does now.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

I live in NE Seattle and was very excited that the 71 bus feeds into the light rail station at UW. However I wish it would run every 15 minutes instead of every 30 minutes. It is nice to see metro buses all over the neighborhood now and I look forward seeing more places get [illegible] coverage.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

Considering that Seattle has the highest public transport ridership in the nation and we pay more to live in the urban core, light rail should serve from the urban core outward (i.e. Portland Max) rather than from suburbs in. Prioritize Ballard and West Seattle first as we have waited the longest. Additionally, the trend is moving into cities – people are not moving to sprawl as they were in the Microsoft heyday. The time to invest in main lines of rail throughout the urban core is now. Let's build Seattle into a legitimate transport city now.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

There needs to be more of a focus on speed improvements, ie 6am-8a, bus lanes, signal priority, all-door boarding, off-board payments and stop consolidation. A frequent bus that is slow is still too slow. Transfers between bus and bus and bus and light rail need to be uniformly excellent. At the moment most involve walking too far, crossing too many lights. For a start, bus stops should be as close as possible, e.g. 23rd/John bus stops are > 2 blocks apart!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

1. Must provide light rail within the next 5 years – or I vote no.
2. Water taxis from Gas Works park to South Lake Union
3. Increase service on D Rapid line
4. Improve – provide rapid line from Ballard to Univ of Washington
5. Ballard is the most dense neighborhood = Seattle and all transit services must increase to meet this density!
6. Elevate rail along 14th Ave NW in Ballard – not on 15th NW

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

The costs are concerning for low income people with homes and cars
By putting sound transit 3 on the ballot and then later another issue of King County Metro on another
ballot the ongoing taxes will be over powering

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

Please give serious consideration to this option
[Sticker: NW Seattle Coalition #ST3 #WestIsBest #TunnelToBallard Largest ridership, needs top quality reliability.]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

Convince me that the rail will carry as much people as the 41 bus that comes every 10 minutes during peak commute times. Convince me that the rail that stops several times between Northgate and downtown will be faster than the 41 which does not stop between Northgate and downtown. Convince me that the additional E-W bus routes will happen and work. What about operational & maintenance costs? What's the plan?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/19/2016	Form
Comment Source	Zip Code

Comment

I would like the tunnel to Ballard. I would like a station in Magnolia. #ST3 #WestIsBest #TunneltoBallard

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/19/2016	ST3 Web Form	98107

Comment

I just realized that some of the proposed light rail lines will not be totally grade separated, subject to traffic and other restrictions (street speed, for instance). That is appalling. I'm am writing now because I have already taken the survey, which I felt was poorly designed, and I wanted to continue to give voice. I am even less enthused now about ST3, and I was not enthused before. So much money AND so much time AND still, lines will be subject to traffic? That is terrible, pathetic and lamentable. I get it takes time and money to do a project like this, I've read about the financing and environmental studies and etc, but then to not have a system at the end that is traffic-independent? It is just unbelievable.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/19/2016	ST3 Web Form	98136

Comment

This is a great proposal and one that I thought should have been included from the outset. There are many businesses in this area that would really benefit, not to mention the city of Tukwila.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/20/2016	Email	98115

Comment

Dear Sound Transit,
Considering that you can fit 100 people on a bus, trying to build parking to support transit seems like a huge waste of money. Even if we build parking, we'd only have enough to fill up a few buses, and it would cost a ton of money that could be used elsewhere (like better transit).
Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/20/2016	Email	98117

Comment

Hi, I'm very concerned about ST3's plan for light rail extension to Ballard, which does not take into consideration the urgency of Ballard's transit needs. I've reviewed the plans for the Ballard extension—due in the year 2038—and found it completely unacceptable. Ballard is now at 429% of what the DPD (before it split into the SDCI and OPCD) had targeted for 2024. Ballard has exceeded growth targets by a larger margin than any other neighborhood in the city. The permitting of large scale residential development projects in our neighborhood has had the unintended consequence of increased congestion on roads and massive bus overcrowding. We need high-volume mass transit NOW, not in 2038.

The plan calls for an underground tunnel from downtown through lower Queen Anne to Elliott, then surface or elevated along Elliott and 15th Ave W, a new (low profile, movable) bridge across the Ship Canal, then elevated along 15th Ave NW to Market—where the new station will be 16' above ground with escalators to ground level on east and west sides of the Market/15th Ave intersection, and rails extended several blocks north to handle train storage. Twenty-two years from now, we'll have a freeway exit ramp at the 15th and Market Gateway to Ballard.

If someone could wave a magic wand and make this appear without enormous disruption to this neighborhood, I might support it. But 7–10 years of construction and staging of equipment along 15th—a route already experiencing gridlock during peak transit hours and likely to become worse as transit volumes increase—will create an untenable traffic situation.

An effort is underway by a coalition of groups to counter these plans and offer a more reasonable alternative. (We need a less intrusive way to provide much needed transit to and from one of the City's most dense Urban HUBs because we must work with the growth we've ALREADY received.)

Please consider prioritizing Ballard (the fastest growing neighborhood in the fastest growing city in the county) before ANY other neighborhoods. To postpone this project until 2038 will make it that much harder to execute in the future.

Thank you,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/20/2016	Email	98117

Comment

I attended the ST3 open house last night at Ballard High School and I agree with the Northwest Seattle Coalition that we need a [TunnelToBallard](#) and the [WestIsBest](#) route through Interbay. If these are not included in the ST3 package, I will not vote in favor of it in November.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/20/2016

Comment Source
Email

Zip Code

Comment

As a resident of Ballard, I support all of the points made in this article:
<http://seattletransitblog.com/2016/04/19/ballard-to-downtown-must-be-done-right/#more-79390>.
Specifically, I would like to see the Ballard to Downtown line be adjusted by:
grade separating the entire line
shortening the timeline and building the Ballard line first
designing for expansion to the north and east.
advancing all future corridor work/studies as much as possible
In addition, I think you there should be less commuter parking included in all ST3 station areas and more emphasis on working with cities to build TOD.
Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/20/2016

Comment Source

Email

Zip Code

Comment

Our city needs an integrated transit system that works for the city of Seattle as well as the outlying suburbs. As a tax paying resident of Seattle, I strongly urge ST to consider moving the Ballard light rail development earlier in the plan, to have the line pass through a tunnel at the ship canal (instead of the proposed bridge), and to reduce implementation time overall. It is unbelievable that my 2 year old daughter would be finished with college by the time the Ballard light rail would open! Ballard has a huge amount of ridership and should be prioritized. Further, collaboration between ST and the City needs to occur to reduce planning and implementation time.

Thank you for your time and consideration!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/20/2016

Comment Source
Email

Zip Code

Comment

Dear Sound Transit:

Thank you for including SR522/145th St. BRT, parking, and light rail study in the draft ST3 ballot measure. I live in Kenmore and work in downtown Seattle. These projects are vitally important to me and my family because SR522 is the only plausible commute route for us. The current bus service is overburdened with riders. And the Park and Rides fill up very early. We want to do our part to reduce traffic and improve the environment, but the current public transit options are not meeting the needs of my family and the thousands of others living or working in the 522 corridor.

As you know, SR522 and 145th Street serve an important regional corridor of fast-growing cities: Shoreline, LFP, Kenmore, Bothell, and Woodinville. UW-Bothell is the fastest growing campus in Washington State. And with increased traffic and tolling (now and future) across the Lake Washington bridges, SR522 has become the traffic and toll-avoidance alternative for thousands of autos driven by those living outside the 522 corridor. BRT along 522 AND 145th would connect the 522 corridor to the light rail spine and give public-minded and environmentally-conscious citizens an efficient transit option for getting to and from downtown Seattle and other regional job centers.

Of course, access to these BRT and light rails points is CRITICAL to this region. Unlike higher density areas, like Seattle, we don't have the pedestrian and bike infrastructure to readily get to/and from the ST transit hubs. I know that many in these high density areas are hostile to any use of automobiles to access these transit hubs (or otherwise), but for Sound Transit to appeal to thousands who would not otherwise vote for or use these transit options, parking structures are an essential element of this plan.

These 522 and 145th projects can be built and used more quickly than many of the light rail projects being considered. And while these light rail options are valuable, the 522 projects will provide a near term public use and appreciation for a broader Sound Transit network.

Thanks again for including these 522 and 145th Street projects in the ST3 ballot measure.

Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/20/2016	ST3 Web Form	98104

Comment

Hey there,
Who did the design for this website? It's excellent!
Thanks,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/20/2016	ST3 Web Form	98106

Comment

I'd like the ST3 to be done as quickly and extensively as possible. I'd like it to include the Delridge/White Center area of West Seattle, and of course, up to Ballard and Fremont area.
We need this system as soon as its possible to safely build it. I'd be happy to pay more in taxes for a really comprehensive system.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/21/2016	Email	98105

Comment

To Sound Transit Planners,

1. Please put all light rail either underground or above ground. At ground level does not work, as ground traffic and accidents will back it up and slow it down. Plan for the future please! Think New York!
2. Please put first priority on Ballard and West Seattle, ahead of east side, as east side has a good mass transit back bone already that moves! Ballard and West Seattle have been left out and have the most dense populations. Waiting until 2047 is way past when it is needed. They can't move in and out of their sectors of the city even now.
3. You are asking the wrong question. Not how do I get to the suburbs, but how do I get around Seattle. To keep a vibrant urban core, you need a way to move people from any sector of the city to another sector of the city, and surface transport does NOT do the trick.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/21/2016	Email	98109

Comment

Hi ST3,

Thanks for all the hard work you're doing to get our region moving now and in the future!

I just wanted to pass along the sentiment that many of us younger residents are rather disappointed in the extremely limited night hours of the U-Link extension, especially given that the premier bar/concert/nightlife district (Capitol Hill) for all of Washington State does not have service after bar close. This will directly influence where I choose to continue to live and be educated when I begin a Masters degree. Coming from the Midwest, both Chicago and Detroit have 24/7 train and bus (just bus in Detroit's case) service on their major lines.

I hope that any/all ST3 planning--especially a 2nd Downtown Seattle tunnel--is planning for a 24/7 system (or at least one that runs until 2:30/3:00 AM on the weekends). If Seattle is to be a truly vibrant city, hospitality workers, bartenders, concert goers and UW students need a safe, reliable transportation options at all hours--not just when office workers are commuting from Bellevue, Everett or even Columbia City.

Thanks again for all the hard work you're doing and I hope to see ST call out its work and planning for a late night system that serves the needs of a truly global (and growing) city and region.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/21/2016	Email	98117

Comment

Biking and alternatives to personal car ownership are one of the MOST important issues that I see. I am terribly disheartened to see massive investment in parking, particularly FREE parking, while investment in alternatives is not nearly adequate. People need a reason to alter their behavior. I believe putting a price on parking, and providing better infrastructure and legitimacy to other modes, will have this effect.
-[name]

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to 500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/21/2016

Comment Source

Email

Zip Code

Comment

Executive Constantine,

As a West Seattle resident, I'm a big supporter of light rail to West Seattle, and appreciate what you have done to get that in the ST3 package. I do, however, have two concerns:

—The timeline. The highest priority items in the package should be light rail to Ballard and West Seattle, and we need to find a way to get those done earlier than is currently planned. I understand the constraints, but the mid- to late- 2030's is so far off as to effectively preclude my generation from using light rail. My kids will appreciate it, but we need to do better.

—The quality of the lines to Ballard and West Seattle. I'll let the Ballard folks opine on the former, but an at-grade line with a drawbridge seems sub-par. I'm more concerned about West Seattle. It appears an elevated structure is contemplated all the way to Alaska Junction. That is shortsighted. An elevated structure would blight the area. A tunnel from Avalon to the junction seems far preferable.

Thanks for considering my comments.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/21/2016

Comment Source

Email

Zip Code

Comment

Thank you for your work on the Sound Transit Board and developing the ST3 Draft Plan. It is good to see that you all are making forward-looking plans for our transportation all the way into the year 2040. The previous plans have worked well in creating the spines along the I-5 and I-405 corridor but with this next plan it is imperative that these spines are connected. It is not necessary to go as far as building light rail to connect these spines; the cost-effective BRT access through Shoreline, Lake Forest Park, Kenmore, Bothell, and Woodinville, with accompanying parking, will be a great start.

As you review the input from your Open House Public Meetings please note that not a single one of these is planned for the Northshore area of Woodinville, Bothell, Kenmore, Lake Forest Park, or Shoreline. The public input from these areas will have to come from either the online survey or those dedicated few willing to travel to a meeting.

Thank you for your service to Sound Transit and please don't forget about us in the Northshore area!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98104
04/21/2016	Form	
Comment Source	Zip Code	

Comment

Dear Board Members:

At our April 9, 2016 meeting, All Aboard Washington (AA W A) discussed various proposals for the Sound Transit 3 project (ST3). We approved the following recommendations for service enhancements as part of the ST3 November 2016 ballot measure:

Recommendation 1:

All day, seven days per week, Sounder rail service between Tacoma and downtown Seattle; and,

Recommendation 2:

Weekday Sounder rail service during peak periods, between Tacoma and Bellevue's Wilburton Station where it connects with East Link light rail. We recommend that the route run along the southern segment of the Eastside Rail Corridor, with a negotiated easement with BNSF Railway and Boeing for trackage rights from milepost 5 (Gene Coulon Park) to the main line at Tukwila.

The above recommendations resulted from discussion, examination and analysis of rider demand and environmental impact of recommended service enhancements.

Feel free to contact AAW A with any questions or suggestions on how our organization may assist your efforts to place the above proposal on the November 2016 ballot.

Sincerely,

Lloyd H Flem Executive Director

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/21/2016	ST3 Web Form	98103

Comment

I live in the Wallingford neighborhood of Seattle and have always voted for anything having to do with increasing public transit. However, I am very disappointed to discover that as rapid rail expands, local buses have been cut. As a responsible citizen I've chosen to live where I work and play but getting downtown is now more of a challenge. The #26 used to go by my condo and now does not. I can take a bus to get to the rail line which will take me downtown or I can walk a ways to a bus that takes me downtown. Neither get me where I'm going as fast as in the past. So now I'm driving.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/21/2016	ST3 Web Form	98115

Comment

Hi, I'm purely looking for information. I've read a lot about ST3 and the end point looks great. I, just as many people, say it is going to take way too long. I would love to see something happen in the next 12 months to drastically improve the traffic situation. We are growing at a very fast rate and traffic is getting worse and worse. Why are no more provisions made for the immediate term? Like bus-only lanes and roads throughout the city? Also, something that I'm not as familiar with because I've only been in the city 20 months, is why something like the monorail is not being considered any longer. Is it because of people thinking it will look bad, and so they push back against it and vote against it? I read a bit that it was voted on positively a number of times before finally having an expansion of it shut down. My question is, couldn't that happen a lot faster than the major infrastructure changes for building light rail? I don't claim to know any answers, but it does seem like it would be less expensive and could be built faster, which I would think would increase the votes. Thanks in advance for any info :)

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/22/2016	Email	98103

Comment

Dear Sound Transit,

My husband and I are lifelong Seattle bike commuters who are raising our kids to be car-independent. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that all of us can safely, affordably, and easily get to transit. We are fortunate to live near the Burke Gilman trail, which makes it a snap to access the new light rail station at the UW. But for the majority of Greater Seattle residents, the idea of biking and walking to and from light rail and bus stations is still scary.

I support Cascade Bike Club's recommendations for a \$500mil increase in walking and biking investments.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/22/2016	Email	98104

Comment

Hello,

I just took your ST3 survey. Because my home has been in Kenmore for the last 20 years, I strongly supported the BRT project on Bothell Way. I've lived in other areas of the Sea metropolitan area--the Eastside, Greenlake, the U. Dist. But I have to say, my commute is most annoying from Kenmore. It's just not that far and should be an easy straight shot, yet it takes far longer than it should and is unpredictable.

I take the bus to work, almost every day. The ST522 bus addition has been great, but even so the buses are usually standing room only. I work at a firm that pays for Orca cards, and we tell those employees that if they must work late after the buses are convenient, we'll pay for a cab home.

So I just wanted to say to the ST staff, thanks for your efforts, I support them and applaud you. The region is 40 years behind in developing transit infrastructure, and so it's a much more costly undertaking than if we'd begun earlier. Shame on us. And keep up the good work, better late than never!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/22/2016	Email	98119

Comment

Dear SoundTransit:

I received your flyer encouraging me to "ADD YOUR VOICE" regarding the SoundTransit3 proposal. I went to your website and read up on the proposal. Here are my comments:

I object to the funding proposed for this project. By increasing the MVET from 0.3% of vehicle value to 1.1% of vehicle value, you are proposing to more than triple the MVET. That is an outrageous amount of increase in this tax. What other tax are you proposing to increase so dramatically? It would be one thing to propose raising the MVET to 0.5%, but your proposed overreach guarantees that folks like me will be doing everything we can to defeat this proposal. The materials on your website cleverly hide the average cost of increase that this will mean for car tabs. If your agency had a shred of political integrity and honesty, you would have on your website site the increased cost in car tabs per \$10,000 value of the vehicle that this proposal requires. Those of us who remember the failed Seattle Monorail Project recall vividly when our car tabs went from \$125 a year to \$500 a year. I am retired and I do not use transit. By proposing to raise my car tabs by hundreds of dollars per year, for a service I do not use, you are making this yet another salvo in the War On Cars that government in this region has been waging against drivers (and voters) like me. While you could probably sneak this by the voters in the City of Seattle, the voters in Pierce and Snohomish Counties will probably reject your proposal when people like me let them know just what this would mean for their car tabs. As it is proposed, I will be a NO vote. Thanks for the opportunity to comment.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/22/2016

Comment Source
Email

Zip Code

Comment

I strongly support aggressive expansion of rapid/mass transit in the Puget Sound but I am very disappointed in the timeline to expand light rail to West Seattle. It is Seattle's most populous neighborhood, likely to be impacted by SR 99 changes and yet will not see light rail for another 17 years at best. And even then, it does not look like it will get further south than the Alaska Junction leaving large portions of WS's population miles from the nearest station. I will literally be dead before I can take advantage of light rail and I'm not THAT old.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/22/2016

Comment Source
Email

Zip Code

Comment

Dear STS 3 Board,

I am very disappointed and concerned about the time and priorities of ST3's LRT. I am concerned that you are not prioritizing spend or your plan on serving the highest number of people with the least environmental impact. You appear to be ignoring both population, ridership and costs in your decision making. The development of this system should be based on where it will have the biggest ridership and server the most people. Right now the east side is prioritized over completing a Seattle system that will be accessible for all Seattle neighborhoods. Currently the population of Seattle is over 650,000 people while the population of Bellevue is 133,000, Redmond 57,000 and Kirkland 84,000. The entire Eastside has a population of 274,000, less than half of the city of Seattle. And yet, the priority of STS3 is as follows:

2028 Redmond Technology Center to Downtown LRT

2028 Kent/Des Moines to Federal Way LRT

2033 Federal Way to Tacoma Dome LRT 2033

2033 West Seattle to Downtown Seattle LRT

2036 Lynnwood to 128th St. SW (Mariner) LRT

2036 Infill Light Rail Station: Graham Street

2036 Boeing Access Road.

2038 Ballard to Downtown Seattle LRT (with new downtown rail tunnel)

2041 Tacoma Link Extension to Tacoma Community College

2041 128th St. SW (Mariner) to Everett LRT via Southwest Everett Industrial Center and Evergreen Way

2041 Bellevue to Issaquah LRT

In this proposal you are waiting almost 22 years to finish a complete link in the city of Seattle. These priorities of suburban development prioritized over urban development further encourages sprawl. Creating a functional system first in the most densely populated parts of the city encourages density, discourages suburban sprawl and is environmentally more sound. Suburban sprawl has multiple negative environmental impacts. Larger homes require more resources and take away native habitat for wildlife. Commutes from further distances compounds the environmental impact as well. I am truly disappointed with the boards thinking on their priorities of focusing STS3 development in the suburban areas as well as the focus on parking structures to encourage more driving. As a native Seattleite, I have supported light rail since 1980's and view it as too little too late, but I will not support STS3 as planned we need to do better.

Sincerely

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/23/2016

Comment Source
Email

Zip Code

Comment

Dear Sound Transit:

I'd like to see subways built under the major urban areas to relieve congestion on surface routes and improve the reliability of public transportation. Perhaps the subways reach the surface between urban centers, i.e. light rail. Putting more buses and street cars on roads sounds minimally effective.

Yes, subways will be expensive, but I expect worth it.

I'm also in favor of expanding existing Park n Rides (more parking) and building new ones.

Sincerely,

[name]

Seattle, WA

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/23/2016

Comment Source

Email

Zip Code

Comment

Hello,

I live close to the Aurora Transit center. It is almost impossible to get a bus from the Transit Center to Seattle Center, without a long walk. Rapid Ride only stops 1/2 from there...and in the winter that is very difficult. Please consider a route that will allow rides to get off close to Seattle Center.

And, is there any way you can make Rapid Ride safer to ride. At certain times of the day it seems to have as passengers really rough characters.

Finally, downtown on Pike and Third is not a place I want to stand around and wait for a bus!

Thanks for listening,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/24/2016	Email	98105

Comment

timeframe is really too long! Wish we could spend more money to get there faster.

Here are other ideas to speed things up:

- 1) focus on Everett spine and build BRT to Boeing with great transfer points to easily connect on Link
- 2) Can we integrate 2nd Link tunnel into a new I-5 corridor? would that save money?
- 3) Can we delay 2nd Link tunnel a bit by dropping Ballard off at Westlake for now and West Seattle traffic at Stadion and run tunnel at full capacity?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/24/2016

Comment Source
Email

Zip Code

Comment

ST3 is an obsolete, horrendously expensive, unsafe, heavily subsidized, tax theft, ...that DOESN'T begin to SOLVE the region's real transport needs, and never can or will.

Further, ST2 should be stopped before it further screws up the (unsafe) Mt. Baker tunnels, then destroys the HOV/SOV lanes on I-90.

Next, ST3 Should be summarily scrapped, and planning started over for the region's real needs using Busses and Intelligent vehicle energy efficient SOV/HOVs.

Kepmer Freeman is correct. LIGHT RAIL (especially across I-90 bridge) IS AN OBSOLETE, INEFFECTIVE, EXCEEDINGLY COSTLY, if not even UNSAFE Failed Concept.

Extending it to ST3 is an abomination. Light Rail will NEVER replace SOV/HOV because it inherently CAN'T NOW OR EVER solve real and necessary O&D demand properly, and efficiently. Light Rail is a failed entirely obsolete excessively expensive concept, that needs to be relegated to the dust bin of history.

Instead, expand LANES, and if needed double deck them, everywhere in the region... and make provision for their use by Intelligent Vehicles, and energy efficient SOV/HOV, and Bus lanes using modern energy efficient busses.

[name]

An entire career undergraduate and graduate school MIT trained Transportation Engineer
Mercer Island, WA

PS. Dow Constantine, Peter Rogoff, Judy Clibborn, and Scott Kubly (the most recent perpetrators of this WSDOT/SOUND TRANSIT/METRO folly) all ought to be retired, or fired, just like Lynn Peterson was finally justifiably terminated.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/24/2016	ST3 Web Form	98134

Comment

Where can I find more details on the 'Metro Rapid Ride lines C and D bus capital improvements' that is listed as one the Early Deliverables in the ST3 package?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/25/2016	Email	98103

Comment

Dear Sound Transit –

I would like to add my support for the Sound Transit 3 draft plan and provide my input on how to make this an even more effective plan. I strongly support the continued build out of light rail across our region, improving and increasing ST Express service, as well as more frequent Sounder Commuter Rail service.

I would encourage you to accelerate plans for better east/west connectivity within Seattle, in particular, U District/Wallingford/Ballard is a corridor that is in desperate need of better transit, ideally grade-separated light rail.

I believe that Sound Transit can improve the system plan for Sound Transit 3 through better and stronger transit-oriented development policies. The policy should be updated to reflect the need to build transit-oriented communities. This means alignment decisions should prioritize creating transit oriented communities, moving away from freeways and into areas that are planned for development and growth.

Transit-oriented communities are successful when access to and development around high-capacity transit is prioritized. This means Sound Transit should continue to acquire property that is sized and shaped to provide the best opportunities for development. Sound Transit needs to update its disposition policies to reflect the authorizing language that prioritizes affordable housing and the disposition of property below “market rate” for affordable housing.

By prioritizing transit oriented communities, Sound Transit can build upon its commitment to providing a robust transit system that serves all residents in the region. I request that you strengthen your pledge by setting out principles in the draft plan that achieve the above goals.

Thank you

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/25/2016	Email	98105

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan: ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly. Investigate using county and city bond financing capacity to accelerate design and construction.

Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.

Free parking at rail stations is not sustainable, and the amount of parking proposed to be built takes too much money away from transit system expansion. Sound Transit must charge for the parking it provides at the stations, and use the revenue to fund improvements for local bus, biking, and walking near the station area.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5.

Thank you for making the ST3 plan more sustainable for the region.

Sincerely,

Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/25/2016	Email	98105

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines. Here are some proposed changes.

ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly.

Investigate using county and city bond financing capacity to accelerate design and construction.

Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.

Free parking at rail stations is not sustainable, and the amount of parking proposed to be built takes too much money away from transit system expansion. Sound Transit must charge for the parking it provides at the stations, and use the revenue to fund improvements for local bus, biking, and walking near the station area.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5.

Thank you for making the ST3 plan more sustainable for the region.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/25/2016	Email	98126

Comment

Dear Sound Transit –

I'm concerned about the proposed plan for several reasons, including the need to have stronger policies in place to ensure affordable, livable, transit oriented communities.

The plan needs better and stronger transit-oriented development policies. The policy should be updated to reflect the need to build transit-oriented communities. This means alignment decisions should prioritize creating transit oriented communities, moving away from freeways and into areas that are planned for development and growth.

Transit-oriented communities are successful when access to and development around high-capacity transit is prioritized. This means Sound Transit should continue to acquire property that is sized and shaped to provide the best opportunities for development. Sound Transit needs to update its disposition policies to reflect the authorizing language that prioritizes affordable housing and the disposition of property below “market rate” for affordable housing.

By prioritizing transit oriented communities, Sound Transit can build upon its commitment to providing a robust transit system that serves residents of all incomes in the region. I request that you strengthen your pledge by setting out principles in the draft plan that achieve the above goals. This is critical to earning my support.

Thank you

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/25/2016	Email	98136

Comment

Dear Sound Transit –

I would like to add my support for the Sound Transit 3 draft plan and provide my input on how to make this an even more effective plan. I strongly support the continued build out of light rail across our region, improving and increasing ST Express service, as well as more frequent Sounder Commuter Rail service. In particular, I am interested and supportive of the connection to West Seattle, and the future study of a connection between West Seattle and Burien, to help complete a needed loop and linkage to/from the Sea-Tac Airport.

I believe that Sound Transit can improve the system plan for Sound Transit 3 through better and stronger transit-oriented development policies. The policy should be updated to reflect the need to build transit-oriented communities. This means alignment decisions should prioritize creating transit oriented communities, moving away from freeways and into areas that are planned for development and growth.

Transit-oriented communities are successful when access to and development around high-capacity transit is prioritized. This means Sound Transit should continue to acquire property that is sized and shaped to provide the best opportunities for development. Sound Transit needs to update its disposition policies to reflect the authorizing language that prioritizes affordable housing and the disposition of property below “market rate” for affordable housing. Additionally, in acquiring and developing property, Sound Transit should ensure the dedication of public, green and open space. Natural ecological function and the incorporation of green stormwater infrastructure solutions should be a significant element of new development to help further ensure a healthy environment for the public.

By prioritizing transit oriented communities, Sound Transit can build upon its commitment to providing a robust transit system that serves all residents in the region. I request that you strengthen your pledge by setting out principles in the draft plan that achieve the above goals.

Thank you

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/25/2016	Email	98144

Comment

Dear Sound Transit –

I would like to add my support for the Sound Transit 3 draft plan and provide my input on how to make this an even more effective plan. I strongly support the continued build out of light rail across our region, improving and increasing ST Express service, as well as more frequent Sounder Commuter Rail service.

I believe that Sound Transit can improve the system plan for Sound Transit 3 through better and stronger transit-oriented development policies. The policy should be updated to reflect the need to build transit-oriented communities. This means alignment decisions should prioritize creating transit oriented communities, moving away from freeways and into areas that are planned for development and growth.

Transit-oriented communities are successful when access to and development around high-capacity transit is prioritized. This means Sound Transit should continue to acquire property that is sized and shaped to provide the best opportunities for development. Sound Transit needs to update its disposition policies to reflect the authorizing language that prioritizes affordable housing and the disposition of property below “market rate” for affordable housing.

By prioritizing transit oriented communities, Sound Transit can build upon its commitment to providing a robust transit system that serves all residents in the region. I request that you strengthen your pledge by setting out principles in the draft plan that achieve the above goals.

Thank you

[names]

Comment Date	Comment Source	Zip Code
04/25/2016	Email	98146

Comment

Dear Sound Transit Board:

I am writing to inform you that although I am satisfied with ST3 overall, some Seattle-centric improvements are in order, as exemplified by the Seattle Transit Blog and Seattle Subway organizations:

1. Expedite the construction of light rail in Seattle.

The biggest criticism of the proposed package that we've heard from Seattle voters and our supporters is the glacial pace of construction to Ballard and West Seattle. Sound Transit must do everything it can to expedite the construction of light rail in Seattle, including the elimination of projects that do not contribute the same benefits to mobility in Seattle. The line to Ballard is the single best project in the package, by every possible metric (Ridership per dollar? Check. Potential for Transit Oriented Development? Check. Potential for federal funding? Check.). Seattle voters will not support a package unless they will live to ride the rail.

2. Make Ballard to Downtown fully grade separated.

Once light rail is constructed at-grade, our city will be stuck with a flawed system, forever. Delays from our existing stretch of at-grade rail ripple throughout the system and limit the future capacity of rail through the Rainier Valley. All new light rail must be constructed with grade separation. This line, in particular, needs to be built to the highest quality possible. The high range ridership estimate for Ballard to downtown is 145,000 riders per day, which would mean:

-Ballard to Downtown's daily ridership will be greater than the entire population of Bellevue.

-Ballard to Downtown's daily ridership will be equivalent to the entire Portland MAX system.

3. Provide complete funding of an Environmental Impact Statement (EIS) for the extensions from Ballard to UW and from West Seattle to Burien, and add both lines as "provisional projects" if additional funding becomes available.

Completing the EIS for the extensions from Ballard to UW and from West Seattle to Burien will deliver those projects six years faster once funding becomes available. That makes the lines closer to "shovel ready," and creates the possibility that they can be built in ST3 if additional revenue becomes available through federal grants or cost savings on other projects. Just this year alone, Sound Transit is \$240M under budget on projects under construction, and the agency will also receive \$600M in unexpected federal grants. Seattle needs a plan that will leverage the benefits from Sound Transit's continued success.

4. Fund Study Work for Future Lines.

Though this is very likely the last time Sound Transit will use the regional funding mechanism applied to ST3, Seattle's need for high quality transit will not stop when these projects are done. We need to think long term and start the planning that is necessary for a future local measure, new Sound Transit funding mechanisms, or state/federal funding opportunities. Sound Transit must study additional lines in Seattle, including the "Metro 8" from Belltown to Mt. Baker via South Lake Union, the Central District, and Judkins Park and an extension from Ballard to Bothell via Greenwood and Lake City.

5. Fund the 130th Street station

The agency believes opening the 130th Street station before the completion of ST2 would alter its application for federal funding, forfeiting federal funding that has already been awarded. That said, there is no reason not to fund the station through ST3, so that construction can begin immediately after ST2 is completed. Seattle is already planning to upzone the 130th Street area, and this station will be a

critical connection to Lake City. Funding the 130th Street station is the only way to extend our rail system to serve that urban hub.

A few suggestions I'd like to add:

6. Consider a "Rainier Valley Bypass" route. Let's face it, the major slowdown in the current Link route is on MLK in the Rainier Valley. Even with signal priority, light rail trains have to time their passage through signalized intersections just right, or wait at a red light like all other vehicles. Even then, making all riders between Downtown and the Airport pass through Rainier Valley makes little sense at all--It's like making riders between Downtown and Renton pass through South Park or White Center.

Constructing a bypass track allows for "express" trains that make only two stops between Downtown and the Airport--one in Georgetown and one in South Park. And, as mentioned earlier, making the route grade-separated can speed the journey quite a bit more.

7. Make a new Downtown Tunnel for buses as well as light rail. The current tunnel isn't big enough for both buses and light rail for much longer. Many people think that a new Downtown tunnel should be rail-only, but I think they're biased. They have this misconception that underground transit and rubber tires don't mix. Well, they mix perfectly, otherwise the current tunnel wouldn't have been a success for the past 25+ years! It's unfair to have all bus traffic run on surface streets in an area that is routinely already bus-congested to begin with, so the long-term solution is for buses to have their own underground thoroughfare. A joint bus/light rail tunnel can even have four bores--two for buses and two for light rail trains--instead of just two bores for all traffic, and buses and light rail can even have their own dedicated lanes/tracks/platforms at stations. Moreover, a new tunnel can be built with enough staging area capacity for buses and light rail to mix, and unlike the current tunnel, which is used primarily by freeway express routes, a new tunnel can have a variety of new routes--local, express, commuter, even multi-county! Having separate tunnels and lanes also gives the possibility of reintroducing dual power diesel-trolley buses (similar to what Dayton has). Since hybrid-electric transmissions are the norm for internal-combustion powered buses in this region, and a hybrid-electric transmission has many parts that are also common to trolley buses, then a new generation of dual-power buses would be much easier to design and much more reliable than the previous generation of dual-power buses.

8. Add Sounder North Stations in King County. As it stands now, Sounder North trains make no stops between King Street Station and Snohomish County. I personally feel this is a missed opportunity for additional connections. I propose adding additional stations south of the county line. Possible locations include Broad Street, Interbay, Ballard, Carkeek Park, and Richmond Beach (this list will obviously have to be whittled down a bit, or it will end up like CalTrain where you have so many stops it's slower than driving).

9. A few other Sounder-related ideas:

-Not all trains have to originate or terminate at King Street. Why does Sounder have to be segregated between the North and South lines? Why can't Everett-Lakewood through service be implemented, offering passengers the convenience of a one-seat ride? (also a great idea for implementing all-day service) -Considering using DMU (diesel multiple-unit, essentially buses on rails) or other self-propelled equipment for use on Sounder North, it will cut costs when compared to running locomotive-hauled equipment.

I thank you for your considerations.

Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/25/2016	Email	98155

Comment

Dear Sound Transit –

Transit-oriented communities are successful when access to and development around high-capacity transit is prioritized. This means Sound Transit should continue to acquire property that is sized and shaped to provide the best opportunities for development. Sound Transit needs to update its disposition policies to reflect the authorizing language that prioritizes affordable housing and the disposition of property below “market rate” for affordable housing.

By prioritizing transit oriented communities, Sound Transit can build upon its commitment to providing a robust transit system that serves all residents in the region. I request that you strengthen your pledge by setting out principles in the draft plan that achieve the above goals.

Thank you

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/25/2016

Comment Source

Email

Zip Code

Comment

Sound Transit has released their draft system plan for Sound Transit 3 and there are seven days left for you to comment. Overall, the current draft plan will expand light rail cover over 100 miles of the central Puget Sound and include more frequent and reliable ST-Express bus service and Sounder service expansion. You can look over the draft plan in its entirety here.

In addition to building transit, Sound Transit has a significant impact on how communities grow and develop as new and more frequent high-capacity transit expands to communities. As our region is expected grow by 1 million more people by 2041, we need supportive policies to build transit-oriented communities as high-capacity transit expands.

Email Sound Transit NOW and let them know you support transit oriented communities and affordable housing!

While we couldn't be happier to see a bold plan to connect our region, there is room for improvement. The agency's transit-oriented development policies need updating to better facilitate the build out of transit oriented communities and help tackle the affordability crisis in our growing region. Good transit-oriented communities include a mix of affordable and market rate housing, services and local business opportunities that promote walkable neighborhoods that match community needs.

The period for public comment ends on April 29, so express your support for affordable housing and transit-oriented communities to Sound Transit TODAY.

Let Sound Transit know you support strong transit oriented development policies and affordable housing, email them today.

Together we win,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/25/2016

Comment Source
Email

Zip Code

Comment

Hi,

I'm a resident of north Fremont, and first off, I love that we're planning such an extensive expansion of transit in the greater Seattle area. That said, I believe the current ST3 has a few critical flaws:

- 1) There is much too strong a focus on suburban transit, especially with respect to timing. This is despite the fact that Seattle lines will have much greater ridership. To be a truly world class region that can get away from its dependence on cars, we need to prioritize urban rail.
- 2) Grade separation needs to be prioritized for ALL light rail/subways. At-grade rail has so many disadvantages that we might as well not bother with it at all--it's at best a marginal improvement over RapidRide with dedicated bus lanes.

I'm not willing to support the current ST3 plan.

I agree wholeheartedly with the following post, and would 100% support that plan. I'd be happy to pay whatever vehicle, property, or sales taxes would be required to make it a reality.

<http://seattletransitblog.com/2016/04/19/ballard-to-downtown-must-be-done-right/>

Thanks and all my best,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/25/2016

Comment Source

Email

Zip Code

Comment

A former mayor made the decision to make West Seattle an "urban village". There has been incredible growth here over the past few years with condos and apartments exploding. Trying to get off this peninsula is insane. Yes, the RapidC is nice, but not a reliable solution. The WS Bridge is clogged beyond belief.

We have voted for approval for every tax and transportation project submitted to us since moving here in the late 80s. Even the "approved" West Seattle monorail...yet all rail projects are given priority elsewhere. Until West Seattle is NEXT, FIRST and PRIORITY on the list, my household (and those I lobby around me) I will ask for a NO vote. West Seattle is almost an island with few options off it. It's time for West Seattle being NEXT IN LINE, or I will put my own effort to block further use of this neighborhoods taxes.

Thank you for reading. PS: Get the Vashon Ferry terminal out of West Seattle and ferry them directly to downtown. That is not helping our increasingly insane situation.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98103
04/25/2016	Form	
Comment Source	Zip Code	

Comment

I live in Seattle but work in South Everett with the Alliance for Housing Affordability. Location and the related costs associated with the transportation you need to live there is a critical element of housing affordability. While housing costs are higher in King County, this gain is completely off set by commuting costs for many in Snohomish County. In the four years I've worked in Everett and commuted from Seattle, I've seen southbound traffic grow and grow. As a growing region, there's an unmet need everywhere but in terms of priority, making the connection from Tacoma to Everett should be paramount. There is so much opportunity for TOD in Snohomish County and cities with a growing willingness to plan for it. Let's do the equitable thing and establish the spine before infill.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/25/2016	ST3 Web Form	98199

Comment

I remain a bit confused as to how the downtown-Ballard light rail will work. It indicates it will be at-grade on 15th; yet, as light rail, it will be separated from traffic? I'm having a hard time picturing how this will work on 15th which is a very busy street with not a lot of extra room available. It seems locating the light rail away from 15th somehow - at least making it grade-separated - is crucial in order to not create any negative impact to 15th.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/26/2016	Email	98125

Comment

Dear Seattle Transit Board,

A NE 130th Street Station in a light-rail system would anchor the north of Lake Washington with the Puget Sound side of the city. In addition, District 5 has among the largest minority communities in the city and certainly of any district in the North-end of the city of Seattle. Seattle has a strong sense of social justice. I would argue that giving minority communities access to public infrastructure is precisely the sort of thing that city planners can do to make the city a fairer place.

An innovative survey reported on by the PBS reported on the most 'out of touch' area codes of the United States. One of the few 'out of touch' area codes in the Pacific North West quadrant of the country was 98177 or Spring Beach. A light-rail system would thus tie the more ethnic and diverse enclave of Lake City to a more affluent area of the city. This would be beneficial for all involved.

Bitter Lake Village and Lake City are home to reasonable costing housing and poised for economic growth and further urbanization. Better infrastructure will serve a minority community and create a stronger Northern hub at the Northern tip of Lake Washington.

Lynwood may complain that light-rail added to a NE 130th Street station would slow their service but Lynwood is indeed far from the city center and from the boundaries of the city itself. I would guess that car ownership is also higher there than my dear neighborhood of lake city.

I would also point out that our neighbors on the other side of Lake Washington--namely Kirkland-- are recipients of light-rail funding. There is a large and obvious gap in the North-West quadrant of Seattle. Despite the fact that Lake City and Bitter Lake Village are designated 'urban villages' and targeted for economic and population development.

I have included a link to the U.S. Census data that backs my claims as well as the PBS article.

<http://seattlecitygis.maps.arcgis.com/apps/StorytellingTextLegend/index.html?appid=c09a807f65914bdfa33714a63de36f5a>

<http://seattlecitygis.maps.arcgis.com/apps/StorytellingTextLegend/index.html?appid=c09a807f65914bdfa33714a63de36f5a>

<http://www.pbs.org/newshour/making-sense/did-you-grow-up-in-a-bubble-these-zip-codes-suggest-you-did/>

As a person dedicated to taking public transportation, I wish you the best in your decision on Sounds Transit 3. And I appreciate your hard work and dedication to the people of Seattle!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

No one benefits more from public mass transit than lower-income working people. Yet even the most casual observer of demographic trends in Seattle can see that by the time light rail reaches West & South Seattle, there won't be any low-income working people there. Please re-order, re-prioritize & accelerate to keep the region economically diverse. Seoul, South Korea builds a light rail system in a fraction of the time it is taking us.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

A 25 year plan is unreasonable! We need relief from congestion now before we retire!
Although light rail will be superior in long run (way long run). I will vote against the package in favor of bus rapid transit.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

Increase bus service - population in West Seattle is surging now. Have to plan the [illegible] so yes...buy light rail.
Buy smart - if a tunnel to Ballard is prohibitive, it is prohibitive...

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

- 1) Transit + homelessness. Have you considered that the root of both of those problems is lack of housing.
 - 2) Nine minutes to detour to Boeing Everett (the largest building in the world by volume). Great idea, must have. But how about a bypass route (build both lines) and send express trains (every other) bypass Boeing and arrive in downtown ten minutes earlier.
 - 3) Elevated line through the California & Alaska junction! That's nuts, people live + sleep near the junction. That's LOUD.
 - 4) I know the Ballard line is only affordable on a bridge, but how reliable will that be. Its possible that by 2040, peak period will exceed the length of off-peak traffic.
- I do enjoy the new light rail pine, however I can't help thinking the light rail system reminds me of the time when Puget Sound tried to build itself out of traffic with massive new freeways everywhere.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

Please build the West SEattle line as soon as possible. We have awaited a monorail/light rail for a very long time and the West Seattle Bridge is a bottleneck! (Someone will die someday because emergency vehicles can't get thru the traffic...)

Please put this line underground once it hits 35th & Fauntleroy en route to West Seattle. We need all our traffic lanes at street level for cars & other vehicles, e.g. trucks & buses not replaced by light rail. Much as we'll like for everyone to use transit all the time, many people need cars for trips to other parts of the region. For example, Seattle has lots of people who go to the mountains to hike, climb, fish & ski. No amount of transit will fill that need for cars. We also need to get delivery & service vehicles in & out to serve our growing population.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

Thank you for doing the hard work of [illegible] such a big project suite. I would love to better understand the cost per rider per day numbers. Is there a threshold below which the cost is just not worth it even when we want to fill the web. Example is the Boeing Access cost & low riders per day. Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

Please be sure to include enough parking with all of the light rail stations & bus stations. If not people will underutilize the planned 50 billion light rail system & commute to work by car. Also you need to plan for adequate pick up & drop off points at the light rail station or people will drive to work & underutilize the light rail system.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

Increased bus service is necessary now for the increased population that is occurring & increased density in Seattle neighborhoods.
West Seattle Bridge is not capable of handling new population. Priority should be to complete transit for West Seattle. It is also one of the projected lower cost alternatives for mass transit: a win for extending Move Transit for less & in a shorter time frame.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

I appreciate the planning, however West SEattle needs light rail much sooner than projected. With the growth of West SEattle, Southwest Seattle and the additional traffic from more ferry service - our bridge, which is already overcrowded - will become impassable. The monorail would have taken some of the weight, however that is long gone. Please do something other than more Rapid Ride.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

I am glad that the city is planning to expand transit. But West Seattle has few options for ingress & egress, so I find it distressing that we seem to be the last or not at all to receive light rail. We are currently beyond capacity on our roads.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

The plan looks good. Please make sure ST3 includes light rail to W. Seattle!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

2028-2033 is too long to wait for rail to West Seattle. Please consider all resources to expedite, to include:

-24/7 construction in industrial areas

-expedited permitting

Please convey specific improvements to early deliverables. What are the specific improvements to C-Line?

-Frequency? Reliability?

-I live a block from C-Line and I avoid taking it into work downtown because I know it will get stuck on the West Seattle ext. ramp to the 99/Aurora.

-Since C-Line uses 99/Aurora what's going to happen to the route? Who is going to pay for the change in route when it needs to be changed?

-What kind of diversity (WMBE/DBE) commitments can we expect out of all this money?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

I strongly urge Sound Transit to partner with the City of Seattle on finding every possible way to speed up the process of building the West Seattle extension. Please consider 24/7 construction for industrial areas.

I haven't heard or read what exactly will be done to the C Line to improve speed & reliability. I would appreciate more firm details instead of ambiguous language on the early deliverables.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

W.S. needs a [illegible] bus system connecting Alki, Admiral, Alaska and Morgan.
Perhaps a major park & ride at Pier 5 with Rapid Ride connection and shuttle to the fast ferry.
No need for a rail system to West Seattle.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

Set up votes for specific lines (e.g. West Seattle). We can't wait until 2033 to get our stations. We already voted twice to have the monorail to West Seattle and it was crushed by the city. Traffic is horrid. Bond prices are so low. People want mass transit. I know it will cost my family a crazy deal of money. Though 2066 or 2076, but we have to consider quality of life. We still must build it now. This is the #1 issue for the livability of Seattle.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

Love the plan - just want to add my voice that it has got to be faster or it is not what I consider a "solution" to our current growth challenges. Let us citizens know how we can help. Plenty of interest.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

No one benefits more from public mass transit than lower-income working people. [Illeg.] even the most casual observer of demographic trends in Seattle can see that by the time light rail reaches West & South Seattle, there won't be any low-income working people there. Please re-order, re-prioritize & accelerate to keep the region economically diverse. Seoul, South Korea built a light rail system in a fraction of the time it is taking us.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

I have never seen any details or explanations of federal funding or lack thereof, of ST3. In a nutshell, why can't the federal government pick up more of the costs and reduce the local & regional tax burden? How much federal \$'s are there?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

If the speed at which the transit system can be built relies upon the scheduled availability of funding. And a large chunk of the beneficiaries of an improved system are the folks at Starbucks, Amazon, Boeing and Microsoft
Then interest-free loans or gifts/investments from those corporations until revenues & grant funds are available would make good sense.
Let's make that happen!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

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Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

Please add RR service to the northern part of California Ave SW as soon as possible. Many new apts & condos are being built there.

Please maintain (& improve - by restoring non-rush-hour runs!) service to Genesse Hill beyond 2025 (it's gone [illegible] in 2040). There need to be good options for people who don't want to walk down a major hill & back up another one to get to transit. In addition, a (Genesee Hill School) brand-new school for 660 elem. students will be opening in fall 2016, w/a staff of 75. Give them a bus route, that runs at school start & end times, not just at business rush hour times.

Please add more buses to the RR C line. Buses are often "standing-room only" and people waiting at 35th & Avalon are sometimes passed by altogether.

I support the addition of a Delridge Rapid Ride line, to be added as soon as possible. Please ensure good cross lines to get people from Delridge over to Westwood and the Alaska Junction where they can do their grocery shopping & other errands.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

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And a large chunk of the beneficiaries of an improved system are the folks at Starbucks, Amazon,
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Then interest-free loans or gifts/investments from those corporations until revenue & grant funds are
available would make good sense.
Let's make that happen!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

I think it would make sense for the WS line to end at Alaska & Fauntleroy as this likely will be a more central location as development proceed east in the triangle area.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
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Comment Source	Zip Code	

Comment

A plan for 2025 - 2040 is a nice vision but how are immediate needs going to be met:

1) I would ride the "C" bus downtown but can't get to it without a car. The "C" line does not stop at Spokane St. PnR. Other stops have limited/no parking.

Provide parking options would increase ridership. Have C line stop at Spokane Street.

2) Increase water taxi shuttle service. That could work in short term to move people to C line stops.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98116
04/26/2016	Form	
Comment Source	Zip Code	

Comment

3 improvements to stupid local bus "service" that would not cost any money (serving Alki)

1) Don't drive around empty buses. It would be nice to go downtown late afternoon. Why do returning 56's not pick up anybody.

2) Why are connections at Bosway/Landers the farthest apart possible (700 ft or so). Missing connections to downtown transfer more than not.

3) Why can the 50's not look out better for arriving c-line buses. On Sundays there is one 50 per hour. Several times I could have thrown a rock at the 50 bus that drove away, making me wait a whole hour in winter time at the West Seattle Junction.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98118
04/26/2016	Form	
Comment Source	Zip Code	

Comment

2036 is too long for my neighborhood to wait for Graham St Station! Our station was eliminated from the original regional plan, so we have waited for years already. The Hillman City - Beacon Hill & Brighton area is booming but existing bus service is unreliable, and existing light rail stations are too far for many residents to access. Our station will serve ~80% people of color, which makes the early implementation of Graham St. Station a clear issue of social justice. We need walkable, bikable, safe, reliable access to transit, and we need it now! Moreover, the Move Seattle Levy has already been passed, which will fund \$10 million of our station, and that money will disappear in 9 years if not used. This is an unacceptable date, and we need the timeline greatly accelerated so we can utilize those funds. Finally, I don't want to have to wait until I reach retirement age to be able to use the station in my neighborhood! Please don't let the train pass us by. We needed Graham St. Station decades ago, and we need it now more than ever.

Graham Street Station Now!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98118
04/26/2016	Form	
Comment Source	Zip Code	

Comment

Please include Graham St. Station as an early deliverable system access project. Graham St station will serve 80% people of color and many low-income riders. Ridership metrics also support its prioritization and early delivery. It is the least expensive stand-alone capital construction project in ST3, third lowest in construction cost per rider, and second lowest in subsidized cost. This small, inexpensive project is the right thing to do and the smart thing to do. I join 223 individual members of the Graham St Station Now Coalition, 1258 signers of a Change.org petition, 19 business and community-based organizations and many, many neighbors with language and other socio-economic barriers to participation in this public process in asking you to PLEASE take the \$10 million in Move Seattle Funds and BUILD GRAHAM STREET STATION NOW, NOT IN 20 YEARS. Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98126
04/26/2016	Form	
Comment Source	Zip Code	

Comment

Include the employer tax (charged to the employers of \$2 per employee per month) in ST3. This can equate into roughly \$40+ million a year that could be put towards ST3 EIS & design phases. This could start immediately and drastically reduce the process timeline, getting the proposed additions of West Seattle - Burien and Ballard to UW shovel-ready when initial lines are completed. This is money available to you that is sitting on the table going to waste.

ST3 is very important to the region and there is no reason that the employers of the region be exempt from anything that is a direct benefit to their livelihood and the region they call home.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date 04/26/2016	Public Meeting Comment Form	98126
Comment Source	Zip Code	

Comment

1. The timeline presented by ST3 is completely unacceptable. I realize that funding will be earned entirely from a modest tax and that it takes time (~25 years) to raise \$50 billion but some other means must be found. There must be federal money available. There must be the political will alter Washington State tax code to expand the tax base and generate the additional revenue. Can't the state borrow from the federals or the world capitol markets?
2. The Ballard-Downtown route coupled w/a Downtown-West Seattle/Alaska Junction route. Requires a new tunnel through downtown this is the line which will accommodate the largest ridership. It thus will attract the most riders and thus go that much further in keeping cars off the road in the densest parts of Seattle. This line MUST be completed FIRST. Furthermore, if success will demonstrate the necessity of rail transit and generate enthusiasm for further expansion of the lines in Seattle and the suburbs.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98126
04/26/2016	Form	
Comment Source	Zip Code	

Comment

My issues/concerns thanks:

-Evaluation of bus rapid transit (BRT) vs light rail to West SEattle. Which will serve more users (riders) in a more cost-effective manner? Will BRT be an alternative considered in this analysis?

-Concern, personally, as a citizen (and taxpayer) about the high cost of the ST3 proposal (\$50B) \$400+/HH/year.

-Any thought/prospect of scaling back the size of the package? \$50B is an enormous ask.

Eastside: Reuse of the old east (BNSF) rail line / [illeg.] for LRT or commuter rail?

Displacement of the EB busway for W.S. LRT link - displacing all of those Metro buses onto either 4th Ave S or 6th Ave South

-What about growing arterial [illeg.] on 4th/6th Ave S (on Airport Way?)

-What does Metro think about this?

-Ballard - NW Link LRT 15th Ave W Corridor - will this really take out two (2) traffic lanes on 15th Ave w/Elliott Ave? Is this really a good idea to remove two travel lanes of a highly congested urban arterial corridor?

I'm concerned about the displacement of arterial roadway capacity. Don't know that then will be an effective mode shift from SOV vehicles to LRT in this corridor.

Also, impacts to freight on this corridor? This is a major freight arterial in the city of Seattle! Freight movement to/from Ballard & Interbay manufact. industrial centers? Thanks.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98126
04/26/2016	Form	
Comment Source	Zip Code	

Comment

West Seattle is closest to downtown of all the proposed expansion areas. We have also voted for monorail at least 3 times. Why do we need to wait 17 years to get a 5 mile connection?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98126
04/26/2016	Form	
Comment Source	Zip Code	

Comment

I like the idea of more Rapid Ride so long as we don't sacrifice the express bus service. Commuting downtown is still going to be the largest ridership generator, and sacrificing speed for frequency will hurt that ridership.

Also if KCM is going to brand RapidRide as "Bus Rapid Transit", I think KCM should strive to achieve true BRT by constructing bus-only lanes rather than shoehorning the RapidRide buses into mixed-traffic conditions, especially if there is going to be 1 million more people in our region.
Keep up the great work! I love the 21X.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98126
04/26/2016	Form	
Comment Source	Zip Code	

Comment

As long as we are reliant on the C-line to get from West Seattle to downtown (& S. Lake Union) we need better mid-day & evening/night connections from the 1st stop at Bradford & Avalon up Admiral Way to connect w/Admiral & California's mall junction. Service on Admiral Way has gotten much worse in last few years (5 eliminated and 56 rte cut back to traditional commuter hours). There's no way to get home in the evening or afternoon from the Bradford/Avalon stop.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98126
04/26/2016	Form	
Comment Source	Zip Code	

Comment

West Seattle continues to be last on the list. The growth of multi/condo/apts is staggering. Our bridge is overloaded at peak times.

Because of the huge growth of population West Seattle needs preference.

Our bus service is worse. I no longer can go [illeg] to the South Center. S. Lake Union gets preference.

The changing bus connections is a real disaster for services and people with disabilities.

I cannot afford the "piling on" of levies. I do not trust transit to handle the billion+ \$\$ efficiently. So for our transit/transportation system has poor coordination, transfers.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98136
04/26/2016	Form	
Comment Source	Zip Code	

Comment

I support ST3. We need it, and we need it as soon as you can deliver. That said, the West SEattle rail line NEEDS to be underground by the time it reaches Alaska Junction. An all-elevated route will ruin the walkability of California Ave, especially as it continues south one day towards White Center/Burien.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98144
04/26/2016	Form	
Comment Source	Zip Code	

Comment

Please increase Link service beyond midnight daily. I would like to be able to take the train home after hours from a night out. Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/26/2016	Form
Comment Source	Zip Code

Comment

I think it would make sense for the W.S. line to end at Alaska & Fauntleroy as this likely will be a more central location as development proceed east in the triangle area.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/26/2016	Form
Comment Source	Zip Code

Comment

West Seattle continues to be last on the list. The growth of multi/condo/apts is staggering. Our bridge is overloaded at peak times.

Because of the huge growth of population W. Seattle needs preference.

Our bus service is worse. I no longer can go [illeg.] to the [illeg.] S. Lake Union gets preference. The changing bus connections is a real disaster for seniors and people with disabilities.

I cannot afford the "piling on" of levies. I do not trust transit to handle the billion+ \$\$ efficiently.

So for our transit/transportation system has poor coordination, transfers.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/26/2016	ST3 Web Form	98125

Comment

Just a quick note on parking-

In spite of what some of the urban planning elite would have us believe, no we are not going to have large swaths of transit oriented development precluding the need for parking at the suburban stations any time soon and no folks will not "find a way" if you don't build it (parking). More likely than not they will stay in their cars and not use the very expensive light rail system. Most of us in the outlying suburbs choose the suburban lifestyle because we aren't interested in living in the city core and most of us don't enjoy multi-transfer transit trips, or the lengthy add on to an already long day to add a walk/bike/transit leg ahead of a light rail trip, typically at both ends and in both directions. Until the autonomous vehicles arrive and are cheaper and easier to use than a private vehicle, and/or massive TOD arrives precluding the need to work outside of my ZIP Code, this future and occasional current light rail rider says "yes to parking garages". Maybe build them more easily convertible to housing/office/retail/industrial, but build them!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/26/2016	ST3 Web Form	98126

Comment

In my view there is a disconnect between the demand and support for a high quality, comprehensive and efficient transit system in the City of Seattle and the suburbs that make up the remainder of the ST District. Yet, the ST3 plan treats the demand and support for more transit as though it is equal. I've been reading that to gain support in the suburbs, first priority for ST3 projects will be there while Seattle will need to wait until the 2033 and beyond for significant additions to the rail system beyond that funded by ST2. However, there seems to be a greater willingness to support/fund ST3 in Seattle which could speed up the delivery of new transit systems by at least five years. I think this is due to the intense demand for more train transit in Seattle.

I support the idea that residents of the City of Seattle be offered the opportunity to provide additional funding through increased taxes in exchange for earlier project delivery of the Ballard and West Seattle lines and additional projects like the Ballard to UW, West Seattle to White Center, etc. I also support more tunneling vs. on street rail due to the conflicts on street rail creates. I realize this will create a significant burden on the residents of Seattle but \$200/year per person as currently proposed is too low given the rapidly increasing cost of housing and additional time consumed by trying to travel around the city.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98106
04/26/2016	Form	
Comment Source	Zip Code	

Comment

I'm concerned that Light Rail locks us into slow transit that is not flexible to changing development and demand.

Mass transit, if it is to entice people out of cars, must be reliable and faster.

Therefore, we need a high-speed spine from Olympia to Everett which is fed by buses and/or light rail.

Fare Enforcement is an infringement on our civil rights, guaranteed by the Fourth Amendment. Without probable cause, people have the right to be free from searches.

Fare enforcement provokes confrontations, resulting in a death on Light Rail, plus a death on Metro over a fare dispute in which police shot into an occupied bus.

Fare enforcement does not gain back the money it costs, so a budgetary loss that harasses and endangers the public is a police that needs to stop.

Fare enforcement officers are muscled and intimidating - makes Seattle look like a police state - not good for tourism. The policy is ILLEGAL. Please change it.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/27/2016

Comment Source
Email

Zip Code
98122

Comment

Dear Sound Transit,

I am dedicated to reducing traffic congestion and pollution, and I ride my bike as often as possible. Three years ago I was T-boned by a car riding on Eastlake and suffer lasting neck injuries as a result. Safe routes is personal; if we are going to improve transportation choices, public safety must be at the core. Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I strongly support the expansion of light rail across the region and want the Sound Transit Board to increase investments in biking and walking so that I can safely, affordably and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million. You can make this possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.
- Requiring parking studies of all new parking facilities before they are built and allow flexibility to use parking investments to be used for improving access via biking and walking.

Increasing biking and walking investments will help Sound Transit 3 get more people moving — ensuring success of Sound Transit by making it easier for more people to access bus stops and light rail stations. Increasing bicycling and walking connections supports transit oriented development and affordable housing around stations; it supports healthy, equitable communities; and it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound region.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/27/2016	Email	98102

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan.

I was born in 1943 and I walk and bicycle every day. More and more of these trips involve transit: bus, light rail, and train. My vision of thriving in the future is a seamless network of walking, biking, and transit that gets me everywhere I need to go...no car necessary or desired. That is the ideal future for me. Please make it happen.

I strongly support the expansion of light rail across the region and want the Sound Transit Board to increase investments in biking and walking so that I can safely, affordably and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million. You can make this possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.
- Requiring parking studies of all new parking facilities before they are built and allow flexibility to use parking investments to be used for improving access via biking and walking.

Increasing biking and walking investments will help Sound Transit 3 get more people moving — ensuring success of Sound Transit by making it easier for more people to access bus stops and light rail stations.

Increasing bicycling and walking connections supports transit oriented development and affordable housing around stations; it supports healthy, equitable communities; and it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound region.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/27/2016	Email	98104

Comment

Dear Sound Transit,

I support enhancing better bike and pedestrian access to transit stations, and I hope you will make that a priority.

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I strongly support the expansion of light rail across the region and want the Sound Transit Board to increase investments in biking and walking so that I can safely, affordably and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million. You can make this possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.
- Requiring parking studies of all new parking facilities before they are built and allow flexibility to use parking investments to be used for improving access via biking and walking.

Increasing biking and walking investments will help Sound Transit 3 get more people moving — ensuring success of Sound Transit by making it easier for more people to access bus stops and light rail stations.

Increasing bicycling and walking connections supports transit oriented development and affordable housing around stations; it supports healthy, equitable communities; and it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound region.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/27/2016	Email	98112

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I strongly support the expansion of light rail across the region and want the Sound Transit Board to increase investments in biking and walking so that I can safely, affordably and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million. You can make this possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.
- Requiring parking studies of all new parking facilities before they are built and allow flexibility to use parking investments to be used for improving access via biking and walking.
- Increasing provisions for bicycles on trains and guaranteeing access to bicycles on trains even if the hangers are full.

Increasing biking and walking investments will help Sound Transit 3 get more people moving — ensuring success of Sound Transit by making it easier for more people to access bus stops and light rail stations.

Increasing bicycling and walking connections supports transit oriented development and affordable housing around stations; it supports healthy, equitable communities; and it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound region.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/27/2016	Email	98115

Comment

Dear Sound Transit:

Please commit to a 130th St. station in the ST3 plan. It makes no sense to ignore North Seattle in this way, in particular an area of current and future density that would be very well served by a station—and that would generate more ridership than several other stations planned with ST3 currently.

North Seattle has too long been ignored by the planners who build, zone, and provide services to the city, and the new City Council District 5 has the shortest of those short-ended sticks. We lack sidewalks, we lack bus options, we have roads in disrepair. There is the Northgate station, yes, but it makes no sense to ignore the 130th St. station given the projected growth and density of that area and North Seattle generally. You must not and cannot ignore the sheer number of people 130th St. would serve, particularly if you compare it to projections for ridership for stations serving much more rural and suburban areas.

To be succinct: you would have to be crazy not to switch 130th St. from an “optional” station to a committed one. Please commit to 130th St.

Thank you,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/27/2016	Email	98116

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I strongly support the expansion of light rail across the region and want the Sound Transit Board to increase investments in biking and walking so that I (and others) can safely, affordably and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million. You can make this possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.
- Requiring parking studies of all new parking facilities before they are built and allow flexibility to use parking investments to be used for improving access via biking and walking.

Increasing biking and walking investments will help Sound Transit 3 get more people moving — ensuring success of Sound Transit by making it easier for more people to access bus stops and light rail stations.

Increasing bicycling and walking connections supports transit oriented development and affordable housing around stations; it supports healthy, equitable communities; and it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound region.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/27/2016	Email	98117

Comment

This note provides comments on the March 24 draft ST3 measure. I hope you make significant changes before advancing it to the ballot. Please see my March 16 note below. Please aim to maximize ridership. I will make comments on several projects in the order of the draft system plan and skip over others.

East Link

Please consider adding a station at NE 51st Street. It is near significant employment and Route 245 that provides transit connections to the west and south.

South Link between Kent Des Moines and Tacoma

Please delete this project and use its billions to instead provide a robust network of BRT and regional express bus routes. The Link project would use funds from both the South King and Pierce County subareas. Link is overkill for this market. It costs too much and provides too much capacity. The long distances between the markets and I-5 make this a good market for regional express bus. ST provides center access ramps in both directions at South 317th Street. Link would take too long to implement. The transit riders of these two subareas deserve better service today and not have to wait until 2028 or 2033 for slower service. Link was forecast to take 72 minutes between the Tacoma Dome and International District station. Sounder takes 60 minutes. Bus takes 50 minutes. Please work with the state to assure that time is maintained. A very robust bus network could be implemented much more quickly and spread transit mobility more widely. The ST staff and board do not seem to have studied that option. Please note a correlation: the 1995 and 2007 measures included the South LRT line and were both defeated. (If it is not too late, you could delete the Link segment between Angle Lake and Kent Des Moines).

Example projects and services that would attract more ridership and therefore better support land use include the following.

Add service hours and capital to PT routes 1, 2, and 3;

Add all-day South Sounder service;

Add all-day service using the Nalley Valley line;

Improve Metro A Line frequency;

Add east-west regional express bus routes in South King County

Restructure routes 594, 577-78, and 574 to provide fast, frequent service between Tacoma and both Seattle and SeaTac via Federal Way. The revised routes 590-594 could skip SODO.

Lynnwood and Everett

Please do not deviate to Paine Field.

Please compare a bus network using the same funding stream as Link.

Issaquah Link

Please delete this project.

Instead, follow the recommendation of the City of Kirkland. Provide clean, quiet, electric BRT service between Totem Lake and Issaquah providing a connection with East Link at the Wilburton (Hospital) station. If the ROW is leveled, both trail and transit service can be provided on the former Woodinville subdivision line. This line would greatly improve intra Eastside transit. The I-405 BRT would serve a

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

different market. Kirkland is the most dense city in East King County. Issaquah does not need the capacity nor cost of Link. Instead, provide Issaquah with a fast frequent all-day bus connection with Link at the Mercer Island station. Some of the saved cost could go toward a regional express route serving Sammamish. The City of Sammamish is inside the ST district.

Lynnwood Link

Please add the NE 130th Street station in 2023 with ST2. Please cancel the 500-space garage studied for the poorly located NE 145th Street station to fund the NE 130th Street Station. Please see the ST access policy for justification.

TCC Tacoma Link

Improving intra-Tacoma transit is the correct objective. Please study the cost effectiveness of the LRT v. a BRT network on routes 1, 2, and 3. It could be electric trolleybus. The priority through traffic for either mode is up to the City of Tacoma.

I-405 BRT

Please operate as two lines on either side of Bellevue.

Please consider adding a center line station at NE 70th Street near Houghton P&R. It is served by Route 245.

Please note that the NE 85th Street dreams may be dashed by topography. That has happened twice: in the mid 1990s in the WSDOT pre-design studies and in Sound Move.

NE 145th Street and SR-522 BRT

Please reorient this line to serve Lake City and reach another Link station, either Northgate or Roosevelt. Too many Northshore riders want to travel to and from Lake City. Very few want to travel to and from NE 145th Street station. NE 145th Street is quite congested and will remain so, as it serves a major I-5 interchange. Service hours will always be scarce. The social utility of a bus stuck in NE 145th Street is less than one serving a major activity center.

Please rebrand Route 522 as soon as possible. Please see my March note on ST2 below.

North Sounder parking

If North Sounder has only four trips in each peak, it seems like a poor investment. Please delete it.

Downtown Seattle Transit Tunnel

Could the capacity of the DSTT be increased with a better signal and control system?

Second downtown Seattle tunnel

Please consider a tunnel between Belltown and the SODO busway that would be used by electric trolleybus and hybrid bus. See Seattle Subway concept.

The north portal could be at Battery Street using the north part of the BST of SR-99. (The current plan to connect John and Thomas streets across Aurora Avenue North would be changed). the tunnel could be under 4th Avenue per the ST3 concept.

South lines could include the C Line and routes 120, 125, 124, 131, 132, 101, and 150 or their successors.

North lines could include the D and E lines and routes 40, 62, 5, 26, and 28 or their successors.

South Sounder

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Please work with the state, BNSFRR, and UPRR to obtain capacity on the BNSFRR line for two-way all-day South Sounder service.

Thanks for considering this note.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/27/2016	Email	98117

Comment

Sound Transit,

First, Thank you so much for listening to public comment on the Sound Transit 3 Draft Plan. I support the expansion of light rail across the region and want - demand - the Sound Transit Board to increase investments in biking and walking so that my neighbors and I can safely, affordably and easily get to and use transit options, and thus support the vibrant character and economic growth of ALL the neighborhoods in the region.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million. You can make this possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.
- Requiring parking studies of all new parking facilities before they are built and allow flexibility to use parking investments to be used for improving access via biking and walking.

Increasing biking and walking investments will help Sound Transit 3 get more people moving — ensuring success of Sound Transit by making it easier for more people to access bus stops and light rail stations.

Increasing bicycling and walking connections supports transit oriented development and affordable housing around stations; it supports healthy, equitable communities; and it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound region.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/27/2016	Email	98144

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I strongly support the expansion of light rail across the region and want the Sound Transit Board to increase investments in biking and walking so that I can safely, affordably and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million. You can make this possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
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Increasing biking and walking investments will help Sound Transit 3 get more people moving — ensuring success of Sound Transit by making it easier for more people to access bus stops and light rail stations.

Increasing bicycling and walking connections supports transit oriented development and affordable housing around stations; it supports healthy, equitable communities; and it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound region.

Sure, this is the boilerplate provided by Cascade Bicycle Club, and although I am not familiar with the specific funding ideas, I STRONGLY support the redirection of parking funds to improved walking and cycling access. We need to DISCOURAGE CAR TRAVEL and help that along by improving alternate modes of commuting!

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/27/2016

Comment Source
Email

Zip Code

Comment

This message is in support of including a light rail stop at 130th street in the Lake City area. 125th/130th streets are heavy east west corridors that are perfectly set to feed a 130th street station. There would not have to be a large parking area, just adequate bus drop off [and kiss and ride drop offs].

Please include a stop at 130th street in ST3.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/27/2016

Comment Source
Email

Zip Code

Comment

I'm a strong supporter of transit in general and Sound Transit in particular. I happily voted for Sound Move in 1996 and Sound Transit 2 in 2008. In general I've been pleased with the progress ST has made in constructing light rail and implementing commuter rail and express regional buses. I use all the modes of transit, especially buses and light rail. I'm exactly the type of voter ST should be trying attract with its new proposal.

That is why I have been taken aback by the plans for ST3. In its current form I would never vote for ST3. It costs too much, takes too long to build, and contributes too little to the real needs of Puget Sound travelers. I would like to discuss several items in more detail.

North Seattle and downtown

Sound Transit has evolved into a reliable builder of light rail, bringing projects in somewhat under budget and slightly early. There are lessons in what ST has achieved so far. ST is very good at drilling tunnels and building light rail stations in dense urban areas. The Westlake to Husky Stadium segment is the best thing ST has built so far. Husky Stadium to Northgate also promises to be excellent. Each station along these segments is in a dense neighborhood with very good ease of access. The subway section of Link is clearly the best part and already has the most riders.

On the other hand, the at-grade portion through Rainier Valley has been more troublesome. Traffic hazards remain a problem; a minor collision with a car can hold up the whole line for hours. Despite the synchronized traffic signals, Link trains move more slowly through the at-grade portion than the subway portion.

The obvious lesson is to build more subways and avoid at-grade routing. However, the main proposal for Seattle is an amazingly complex line from Ballard to West Seattle that involves two big bridges, some at-grade routing through Interbay, and an entirely new subway tunnel through downtown Seattle which somehow manages to be right next to the existing transit tunnel. This single line takes the lion's share of the funding available for ST3 yet manages to extend service to only three new dense neighborhoods-- Ballard, Queen Anne, and West Seattle. This is a poor use of money and good will.

A better plan would visit more places and have more connections. Clearly the greatest need for a new subway is the UW-Ballard corridor. Wallingford, Fremont, and Ballard are the densest areas in the entire ST region without service. To miss two of these three neighborhoods in ST3 is almost criminally negligent. At the least, a line from downtown to Ballard should tunnel under the ship canal and have a stop in Fremont, rather than going at-grade through relatively sparse Interbay and then over new super-high bridge that will nevertheless still be a drawbridge. The whole line should be in a tunnel.

What about that second downtown tunnel? A station in SLU and a connection at Westlake would serve downtown well. If a second tunnel is absolutely necessary, route it through Capitol Hill with a station near Harborview, a connection to East Link at Judkins Park Station, a connection to Beacon Hill Station, and then perhaps a further extension to West Seattle. I don't think the West Seattle portion of the

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

route has been thought through; for instance, the proposed line doesn't serve South Seattle Community College, and it should.

Don't build a tunnel through downtown next to the existing tunnel. What city does that?

A UW-Ballard subway is preferable to the planned downtown-Ballard line. People all along the line could get downtown by transferring at University District Station. The billions saved by not building the downtown-Ballard line could be used to extend the line east to University Village or Children's Hospital, or on the other end, north to Greenwood, Northgate, and eventually to Lake City and the SR-522 corridor. That is a better use of funds, and it would actually serve the majority of north Seattle residents, unlike the current ST3 plan.

Light rail south to Tacoma

Extending the light rail all the way south to Tacoma seems like an expensive way to serve some not very dense neighborhoods. Better would be all-day Sounder service on the south line, with frequent bus connections to the stations in the valley. Sounder south is immensely popular, probably because it is so fast. It is certainly faster than any light rail would be. I am sure you realize there are actually two sets of double railroad tracks in the valley, one owned by BNSF and one by UP. A rational use of railroad assets would assign all freight trains to one set of tracks and all passenger trains to the other. I realize such a division is politically fraught, but that is the sort of political risk ST should be taking. I know what R. H. Thomson would have done.

Light rail north to Everett

At first glance the light rail line north to Everett would seem to present the same problems as the south end: expensive light rail through not particularly dense areas. However, in the north there is no popular Sounder line ready to be augmented. The north Sounder line is unpopular, unreliable due to frequent mudslides, and remote from population centers, being on the far western periphery of the metropolitan area. So here light rail to Everett makes more sense.

This line should not follow I-5. How ironic to force even more people to drive on I-5, so they can get to the train station! It should stop at Paine Field which will probably become a second regional airport in the near future. There should be park and ride facilities at each station. Some groups seem to be completely against anyone driving to the train, but evidently these people have never visited the notably un-dense suburbs north of Seattle. There are few sidewalks and buses are few and far between.

East side

The extension of East Link to downtown Redmond is a good idea. That should be the model for the east side--building extensions to East Link. A rail-with-trail on the old east side railway line would serve Bellevue, Kirkland, Totem Lake, and Woodinville. Conceivably the line could be extended south to Newcastle and Renton, again as a rail-with-trail. Here is what is not a good idea: a brand new light rail line from Bellevue to Issaquah. Who is that supposed to serve? How is it that a project like that can make the list, while a spur from UW to Ballard through the densest part of north Seattle does not?

Fill-in stations

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The proposed Graham Street Station will function mainly to slow the light rail in its already stately progression through Rainier Valley. Given current ridership patterns, neither Graham Street nor the even longer ago deferred Boeing Access Road Station are necessary.

Some of the same criticisms apply to NE 130th Street. Additional negatives include lack of a dense urban environment around the station (two quadrants at that intersection are actually parks), and a stunning lack of sidewalks throughout what would normally be the walkshed. I live about a mile from this spot and would welcome a station here, but only if a lot of sidewalk infrastructure is put in. Building sidewalks in north Seattle may be beyond the scope of Sound Transit. Maybe it shouldn't be. At least a partnership with SDOT to make it easy to walk to the station might be in order.

SR-522 corridor

Proposed BRT along SR-522 is the kind of project that could be up and running in a year, so it is a good stopgap. The proposal is for buses to eventually connect with light rail at NE 145th Street, which leaves Lake City out. Better would be if buses went through Lake City and connected at a NE 130th Street station. This is probably the best argument in favor of a NE 130th Street station. The best overall solution is for light rail to serve Lake City and continue on to the cities along the north end of Lake Washington.

Without substantial change to the ST3 plan I can't support it. However, changes along the lines of what I have suggested above would improve the plan immensely. Thank you for the opportunity to comment. I look forward to a second, and I am sure better, iteration of the ST3 plan.

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I was surprised when the community rallied behind a station at 130th but the idea was quietly squashed after the large community meeting I attended with my family.

I am told that not including the station in the initial build would needlessly throw away tens of millions of dollars. We already have some dense housing and people living in it who along with the rest of the community could strongly benefit from a better transit offering. There are very appropriate locations for the development of even more density and community building while maintaining the nature-rich neighborhood that we all love.

Building a station at 130th seems like such a no-brainer, I wonder why I even need to write. Regardless of my expectations, I write to ask that you please make the 130th street station a part of the light rail extension and allow our community to increasingly adopt mass transit. I know that I would personally stop driving to the P&R if I could bike to the light rail. At least 2 if not 3 other adults in the household would happily join me in so doing.

p.s. The following was prepared but while I wanted to provide a personal statement, I agree with its points and struggle to think how I might improve it.

We need a commitment to build the NE 130th Street Station. North Seattle is a growing community, one which already lacks adequate transit service. We appreciate that the Sound Transit draft plan has included the recognition that the 130th Street Station could serve thousands of people. However, the current "provisional" designation for the 130th Street Station, with zero dedicated funding and no timeline, is unacceptable. We need a commitment to build. The ST3 draft is only half done. To get this draft ready for the ballot we need the 130th Street Station funded, as well as a timeline for station completion.

Not only will this station serve the immediate surrounding communities, like Pinehurst and Haller Lake, it will also act as the focal point of a powerful East-West connection, working in concert with buses to provide light rail service to Bitter Lake and Lake City, the fastest growing Urban Villages in North Seattle. North Seattle's solution to light rail should not be to walk or drive to Shoreline's station. The 130th Street Station is a common sense move for the Sound Transit Board as it requires no extra track and no new tunnel; we just need a platform for a stop. This is the most cost-effective possible addition in the entire ST3 proposal. We are calling on the Sound Transit Board to make a commitment to build the NE 130th Street Station.

Other key issues to mention:

- Station Spacing – Best practice for high capacity rail lines in other cities have stations averaging every 0.4 mile. North of the ship canal we will be looking at an average of 2 mile spacing getting as high as 2.5 miles between the Northgate and 145th St. stations. This is unacceptable.

- Seattle's Race and Social Justice Initiative – Bitter Lake Hub Urban Village and Lake City Hub Urban Village are the fastest growing urban villages in North Seattle while remaining some of the most

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affordable places to live in Seattle. High numbers of low-income families and seniors live in these communities. They also represent the areas with the highest concentration of neighbors who are English language learners in North Seattle

- 130th is an ideal place to build out better pedestrian and bicycle infrastructure. In fact, some of that work has already started along this corridor. This station could prove to be the most accessible via bike above both Northgate and 145th street stations.

- Car ownership is below the city wide average in these areas. This is a transit dependent community

- Based on Seattle's 2035 Growth Analysis, the Bitter Lake Hub Urban Village has new growth capacity of over 10,000 residential units and nearly 20,000 jobs. Lake City Hub Urban Village has new growth capacity of 4,000 residential units and 5,000 jobs. These growth numbers will only be attainable and successful with access to reliable transit like light rail. These estimations don't even touch the untapped capacity that could be attained with a transit oriented development (TOD) plan directly around the station area. With our current housing crisis can we really say no to this kind of growth potential?

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I am writing to express my support for a transit station at 130th & I-5 as part of the ST3 plans - though I dread to think how many more billions of dollars it will add to the costs. But certainly now is the time to include it in the plans.

It's getting really confusing to figure out who is what - Sound Transit, Link Light Rail, HCT, Rapid Ride, etc. But if I'm correct, we're talking about continuing Link Light Rail from Northgate to 145th, and the debate is about adding a stop at 130th & I-5.

The stations between the U-District and Roosevelt are only 22 blocks apart, but they are meant to serve an extremely high population expected to live in those neighborhoods and the surrounding neighborhoods. By that same reason, I think it makes sense to put a station between Northgate and 145th since that's a 40 block stretch with huge populations in the surrounding areas. I think your stations at Northgate and 145th will be extremely overcrowded, with insufficient parking and another station at 130th would help ease the overcrowding. Especially the 145th Station, which would most likely serve the tons of people coming from Mill Creek and Bothell.

Another station makes sense for other reasons too. The Lake City population is (I think this is statistically proven) a transit dependent community with a higher than average population of elderly and disabled people. They need transit more than most of us. To travel from Lake City to 145th is a HUGE trek for these people, and the most direct route to get there is up 130th. So at that point, at 130th, it makes sense to service that population.

Furthermore - there are NO plans for transit up Lake City and HUGE populations of people traveling to Seattle from as far as Monroe. If some of this traffic could access transit at 145th, I'm sure they would - but then that will get overcrowded. I think people will be DRIVING to the Northgate and 145th Street stations, and they will become extremely overcrowded - especially because the Park and Rides now have insufficient parking - and that's what people are doing NOW with those. 130th is a major thoroughway to Hwy 99 as well, so I'd say there's more traffic on 130th than 145th.

We need fast, reliable transit up and down 99 - are there plans to put transit in the 99 tunnel? Why not? Oh yeah - there's Rapid Ride. Good old fashioned buses... hmmm....

What worries me most is the extremely high cost of all of this - and that it roams through the neighborhoods - when what we really need is high speed rail up and down I-5 and Hwy 99 - making use of the existing overcrowded corridors. It seems that cheaper buses are the solutions for outlying areas, which can be added, subtracted, rerouted whenever necessary. I used to take the express buses to downtown when I lived in Maple Leaf and it was great. Why can't we just add more buses - a solution we can achieve NOW - not in 25 years, at a fraction of the cost. And when you're planning this massive transportation system, which won't be useful for another 25 years and I'll be dead by then, you have no idea that in 25 years our needs will be different, or technology will have changed, and we spent all this money for nothing.

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And MEANTIME - for the next 25 years!!! - NOTHING is being done about overcrowding on I-5 and everyone keeps saying "it's too expensive". How can that be too expensive and this is not? Why NOT an underground corridor from 520 to Mercer? Why NOT water taxis from West Seattle to downtown and Ballard? Why NOT water taxis from Bellevue and Kirkland to South Lake Union, which would also serve the Issaquah population? Why NOT some faster, cheaper solutions that would ease overcrowding NOW? Has anyone consider this amazing resource of ours - water - to be a potential source for transit rather than winding our way through overcrowded and minimal land mass?

We were sold the very expensive Link Light Rail with claims it would solve all of our transportation problems - now you've changed your tune. Well I just don't believe you anymore, and I'm voting NO on ST3 regardless, because I have no faith you know what you're doing at all. And if you don't provide adequate parking at these stations, people will not use them, and stay in their cars anyway.

Why don't you think about where people are coming from, and where they are going to? Who are the largest employers - Boeing and Microsoft, Amazon, etc. You need to move people from THOSE PLACES and to THOSE PLACES. That would help overcrowding and get people off out of their cars more than anything. But no - you're transporting people from the University District to the Roosevelt neighborhood. Hmm.....

Last, but not least - why build a transit system at all, if it's constantly closed by landslides, doesn't operate after 12pm when the bars get out, and doesn't get to Boeing? You just spent all this money on a new 520 bridge - is there ANY transit on that? Oh right - good old fashioned buses. Hmmm....

No, you people really don't seem to know what you're doing. Meantime, your driving up the cost of living and forcing people out of their homes because they can't afford the property taxes anymore. Maybe the City of Seattle should start an income tax versus forcing poor people out of their homes. Seems they have the authority to do whatever they want - regardless of the needs of the majority, regardless of the vote of the people, regardless of the implications to the less advantaged.

Good luck to you Debra. You're pushing a big boulder up a hill. I got tired of doing that and I have given up. The City of Seattle doesn't care what the community says at all. That doesn't mean I'll stop writing letters.

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Comment

I am a North Seattle resident (Olympic Hills), a downtown Seattle business owner, and I am writing to strongly urge you to commit to the building of the NE 130th Street Station.

North Seattle is a growing community, one which already lacks adequate transit service. We appreciate that the Sound Transit draft plan has included the recognition that the 130th Street Station could serve thousands of people. However, the current "provisional" designation for the 130th Street Station, with zero dedicated funding and no timeline, is unacceptable. We need a commitment to build. The ST3 draft is only half done. To get this draft ready for the ballot we need the 130th Street Station funded, as well as a timeline for station completion.

Not only will this station serve the immediate surrounding communities, like Pinehurst and Haller Lake, it will also act as the focal point of a powerful East-West connection, working in concert with buses to provide light rail service to Bitter Lake and Lake City, the fastest growing Urban Villages in North Seattle. North Seattle's solution to light rail should not be to walk or drive to Shoreline's station. The 130th Street Station is a common sense move for the Sound Transit Board as it requires no extra track and no new tunnel; we just need a platform for a stop. This is the most cost-effective possible addition in the entire ST3 proposal. We are calling on the Sound Transit Board to make a commitment to build the NE 130th Street Station.

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- Seattle's Race and Social Justice Initiative – Bitter Lake Hub Urban Village and Lake City Hub Urban Village are the fastest growing urban villages in North Seattle while remaining some of the most affordable places to live in Seattle. High numbers of low-income families and seniors live in these communities. They also represent the areas with the highest concentration of neighbors who are English language learners in North Seattle
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around the station area. With our current housing crisis can we really say no to this kind of growth potential?

Please make this happen – North Seattle needs your support!! Thank you for your attention.

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Mr. Constantine, Mayor Murray, CM Johnson,

As a former resident of Boston, New York, and San Francisco I have seen transit done well and transit done poorly. Sound Transit 3 has the potential to revolutionize transportation in the Puget Sound but has issues that need to be addressed before you ask citizens for a commitment of \$50B and 25 years.

1. Ballard-Downtown: A grade separated connection between downtown and Ballard is a must-have, including elevated along all of 15th Ave and a high drawbridge across or tunnel underneath the ship canal. Otherwise this will be the weakest link in a high capacity line, missing the whole point of spending 20 years digging a second downtown tunnel for reliability!
2. Ballard and West Seattle expansion: Station alignments must be chosen to allow expansion northward from Ballard, southward from Alaska Junction and a future Ballard-UW line. Ballard-UW and West Seattle-Burien should be fully designed, studied and permitted alongside the funded projects so they are provisional in the final package: shovel ready as funds become available.
3. I am disappointed that a significant portion of the draft plan is directed at subsidizing parking in the suburbs. Storage of private vehicles is not a good use of public transit dollars. Station parking should be self-funding with market pricing and the land (or air rights) within walksheds of transit be preserved for affordable housing, retail, job centers and other uses which actually create return on transit investment.
4. The money saved from parking subsidies could be used to fund ORCA Lift, as well as study complementary high capacity transit corridors in more economically diverse neighborhoods in and around Seattle: e.g., Ballard-Lake City, SLU-Central District-Mt Baker.
5. Of course I want it done faster. I believe you have heard this feedback loud and clear. I also want it done at lower cost. China has built 3100 km of rail mass transit in 6 years at a cost of \$43M/km. Average costs elsewhere in the US are \$22M/km. ST3 weighs in at almost \$200M/km! Where is all that money going!?
6. I would like to see ample bicycle facilities at all stations: racks under cover, lockers, and Pronto stations at (not near) stations.

The ST3 draft plan is a collection of compromises that instead should be a vision for a high capacity and reliable transit system for all of Seattle. I look forward to a revised package on the ballot that deserves my vote.

Yours,

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Dear Sound Transit,
I heard that there is controversy surrounding this station, but I strongly urge you to make it happen. I live in N. Seattle (Maple Leaf), traffic is bad enough already. We need to get people out of their cars, and onto their feet, bikes, light rail, and buses (preferably in that order).
Sincerely,

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To Sound Transit:

As a recently arrived resident of North Seattle, I quickly became involved in community advocacy. I have served as President of the Meadowbrook Community Council now for nearly five years, served as co-chair for the North District Council, and am also on the board of Thornton Creek Alliance. My involvement in these organizations has made me keenly aware of the importance of mass transit and good access to it, which I believe the NE 130th Street Station would most certainly provide. I, as a private citizen, strongly support the removal of the current "provisional" status assigned to this station and changing it's designation to be fully implemented and built for all the reasons stated below. We need a commitment to build the NE 130th Street Station. North Seattle is a growing community, one which already lacks adequate transit service. We appreciate that the Sound Transit draft plan has included the recognition that the 130th Street Station could serve thousands of people. However, the current "provisional" designation for the 130th Street Station, with zero dedicated funding and no timeline, is unacceptable. We need a commitment to build. The ST3 draft is only half done. To get this draft ready for the ballot we need the 130th Street Station funded, as well as a timeline for station completion.

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Sincerely,

[name], Citizen
North Seattle

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Comments Received (North King County)

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Comment

Hello,

I attended the ST3 Draft Plan open house in Ballard and learned that the Interbay/Ballard project will be the last one because there will need to be another tunnel under Seattle. Because Ballard has absorbed 300% of the number of new residential units than was expected for our neighborhood it is ridiculous that this project would take 25 years to open. What is the over-populated neighborhood of Ballard supposed to do for the next 25 years?

Why can't the route and bridge be built soon? The route could run now as an off-shoot of Elliot Ave./15th Ave. NW - with buses and open to cars until the light rail is installed. There needs to be a way to get more people north and south and it can't all happen on 15th NW with one 4-lane bridge that needs to open now and then which backs up traffic terribly badly. The tunnel connection to downtown can happen later but Ballard needs relief as soon as possible. I suggest rethinking the Interbay/Ballard timeline and getting it going now.

Respectfully,
[name]
Ballard

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Hello,

I was happy to fill out the ST3 survey but was very disappointed with the timeline for light rail to Everett. The Snohomish to King county commute numbers are the highest of the cross county commutes. Additionally, Snohomish county is growing relatively fast when compared to other areas serviced by ST3. The fact that it appears to be of the lowest priority of those making the plans for ST3 expansion is disappointing. Commuter congestion north of Seattle to Boeing and Everett is some of the worst in the area. I hope that you will serve the citizens of this area by moving up the timeline for extending light rail to Everett. LRT service to Everett should be delivered by 2033.

Thank you,

[name]

Seattle, WA

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Please support rapid transit on 522 with plans for light rail in future. Parking structures in Kenmore are essential to facilitate use of public transportation - the current park and ride lot in Kenmore fills up early!

Thank you for including us in the Sound Transit 3 Plan!

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Comment

I'm a strong supporter of transit in general and Sound Transit in particular. I happily voted for Sound Move in 1996 and Sound Transit 2 in 2008. In general I've been pleased with the progress ST has made in constructing light rail and implementing commuter rail and express regional buses. I use all the modes of transit, especially buses and light rail. I'm exactly the type of voter ST should be trying attract with its new proposal.

That is why I have been taken aback by the plans for ST3. In its current form I would never vote for ST3. It costs too much, takes too long to build, and contributes too little to the real needs of Puget Sound travelers. I would like to discuss several items in more detail.

North Seattle and downtown

Sound Transit has evolved into a reliable builder of light rail, bringing projects in somewhat under budget and slightly early. There are lessons in what ST has achieved so far. ST is very good at drilling tunnels and building light rail stations in dense urban areas. The Westlake to Husky Stadium segment is the best thing ST has built so far. Husky Stadium to Northgate also promises to be excellent. Each station along these segments is in a dense neighborhood with very good ease of access. The subway section of Link is clearly the best part and already has the most riders.

On the other hand, the at-grade portion through Rainier Valley has been more troublesome. Traffic hazards remain a problem; a minor collision with a car can hold up the whole line for hours. Despite the synchronized traffic signals, Link trains move more slowly through the at-grade portion than the subway portion.

The obvious lesson is to build more subways and avoid at-grade routing. However, the main proposal for Seattle is an amazingly complex line from Ballard to West Seattle that involves two big bridges, some at-grade routing through Interbay, and an entirely new subway tunnel through downtown Seattle which somehow manages to be right next to the existing transit tunnel. This single line takes the lion's share of the funding available for ST3 yet manages to extend service to only three new dense neighborhoods-- Ballard, Queen Anne, and West Seattle. This is a poor use of money and good will.

A better plan would visit more places and have more connections. Clearly the greatest need for a new subway is the UW-Ballard corridor. Wallingford, Fremont, and Ballard are the densest areas in the entire ST region without service. To miss two of these three neighborhoods in ST3 is almost criminally negligent. At the least, a line from downtown to Ballard should tunnel under the ship canal and have a stop in Fremont, rather than going at-grade through relatively sparse Interbay and then over new super-high bridge that will nevertheless still be a drawbridge. The whole line should be in a tunnel.

What about that second downtown tunnel? A station in SLU and a connection at Westlake would serve downtown well. If a second tunnel is absolutely necessary, route it through Capitol Hill with a station near Harborview, a connection to East Link at Judkins Park Station, a connection to Beacon Hill Station, and then perhaps a further extension to West Seattle. I don't think the West Seattle portion of the route has been thought through; for instance, the proposed line doesn't serve South Seattle Community College, and it should.

Don't build a tunnel through downtown next to the existing tunnel. What city does that?

A UW-Ballard subway is preferable to the planned downtown-Ballard line. People all along the line could get downtown by transferring at University District Station. The billions saved by not building the downtown-Ballard line could be used to extend the line east to University Village or Children's Hospital, or on the other end, north to Greenwood, Northgate, and eventually to Lake City and the SR-522

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Light rail south to Tacoma

Extending the light rail all the way south to Tacoma seems like an expensive way to serve some not very dense neighborhoods. Better would be all-day Sounder service on the south line, with frequent bus connections to the stations in the valley. Sounder south is immensely popular, probably because it is so fast. It is certainly faster than any light rail would be. I am sure you realize there are actually two sets of double railroad tracks in the valley, one owned by BNSF and one by UP. A rational use of railroad assets would assign all freight trains to one set of tracks and all passenger trains to the other. I realize such a division is politically fraught, but that is the sort of political risk ST should be taking. I know what R. H. Thomson would have done.

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At first glance the light rail line north to Everett would seem to present the same problems as the south end: expensive light rail through not particularly dense areas. However, in the north there is no popular Sounder line ready to be augmented. The north Sounder line is unpopular, unreliable due to frequent mudslides, and remote from population centers, being on the far western periphery of the metropolitan area. So here light rail to Everett makes more sense.

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Fill-in stations

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SR-522 corridor

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ST3 Web Form

Zip Code

Comment

I would like to see this draft plan overlaid on a real map, showing streets, neighborhoods, etc. As someone who, as a victim of the recent Metro bus changes, has been forced to become a car commuter again, after 4 years of bus commuting, I'd like to see exactly where these routes would go. The Eastlake neighborhood and businesses have been completely left out. The Ballard line does have a SLU stop, but how would North Seattle (not Ballard but actual north Seattle - Greenwood, Broadview, etc) connect to this line? Would a Rapid Ride line be added to Greenwood Ave that would connect to the Ballard line? Or what about the Streetcar expansion - wasn't that supposed to be extended up to the U-District? Is there any money in this plan for improving the streetcar (i.e. getting it out of the traffic lanes)? What about connecting the streetcar to the light rail in the U-district?

Thanks for you time,

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98033
04/27/2016	Form	
Comment Source	Zip Code	

Comment

ST3 doesn't provide enough benefit to Kirland for me to vote to spend so much on it. 405 is largely inaccessible to most non-motorized forms of travel. By the time a Kirkland resident walks or bikes to 405, she might as well have driven to her final destination. Also, "central Kirkland" BRT stop MUST provide adequate access to Kirland neighborhoods. Current 248/235 service doesn't run often enough to be useful. I voted for ST2 in the interest of improving regional transit, knowing that I wouldn't benefit directly. But now, it's time for ST to serve Kirkland. We need BRT on the Eastside Rail Corridor. I-405 BRT only serves those by-passing my community. We need transit that serves Kirkland.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98033
04/27/2016	Form	
Comment Source	Zip Code	

Comment

I will vote NO on ST3 if there is transit on the CKC or the Environmental study for the CKC - on the ballot.
I am also against the idea of LRT from Bellevue to the South Kirkland P&R via the ERC.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98033
04/27/2016	Form	
Comment Source	Zip Code	

Comment

I'm very disappointed that current ST3 plan does not include light rail for the I-405 corridor from Bellevue to Lynnwood. This area has a large population and severe congestion on I-405. ST3 offers bus service instead, but bus service is not really mass transit. We need light rail through Bellevue, Kirkland, Bothell up to Lynnwood or Mill Creek. I strongly urge light rail to be included in the plan from Bellevue going north. We even have the old railroad corridor to reduce cost of providing light rail in this area. Thanks.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98033
04/27/2016	Form	
Comment Source	Zip Code	

Comment

With one million new people coming to area by 2040 it is even more important to have some breathing room.
Keep transit OFF Kirkland trail. Thank you!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98033
04/27/2016	Form	
Comment Source	Zip Code	

Comment

To serve the Totem Lake area:
Suggest Totem Lake be served via Redmond. Route the transit line (light rail?) from Redmond along Willows Road - level route all the way to NE 124th. Then join old rail right of way near St. Michelle Winery to connect to Totem Lake.
Why has this idea gotten so little attention?
Thanks,
CC Meith

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98034
04/27/2016	Form	
Comment Source	Zip Code	

Comment

We in Kirkland love the idea of light rail and feel like we're getting left out of the ST3 light rail plan. We really want to see this happen ASAP. Thanks!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/28/2016	Email	98102

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I strongly support the expansion of light rail across the region and want the Sound Transit Board to increase investments in biking and walking so that I can safely, affordably and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million. You can make this possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.
- Requiring parking studies of all new parking facilities before they are built and allow flexibility to use parking investments to be used for improving access via biking and walking.

Increasing biking and walking investments will help Sound Transit 3 get more people moving — ensuring success of Sound Transit by making it easier for more people to access bus stops and light rail stations. Increasing bicycling and walking connections supports transit oriented development and affordable housing around stations; it supports healthy, equitable communities; and it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound region.

On a professional and personal note, I am a medical doctor who specializes in treating musculoskeletal and neurologic injuries (physiatrist) as well as a daily commuting cyclist, determined to stay healthy, to do my part reducing traffic congestion, and to get around town efficiently. I also have served as an expert witness and treating medical physician for cyclists injured from motor vehicles. I thus have professional experience evaluating what causes crashes between bicycles and motor vehicles, and how they might be minimized.

My experience as a physician and as a bicycle commuter has strengthened my conviction that the ENTIRE ROUTE for a commuting cyclist is only as good as its weakest link.

I firmly believe that if we cannot ensure continuous route safety for cyclists who would like to commute to work or school, we will never get beyond the 2-4% proportion of commuters who bicycle regularly. If we want to get up to levels enjoyed in Copenhagen, Denmark, where approximately 30-40% of the commuting population goes by bicycle, including through long Danish winters, the concept of 100% SAFE COMMUTE is critical.

Sincerely,

[name]

[professional expertise]

Avid commuting cyclist

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/28/2016	Email	98104

Comment

Please plan your route where you can facilitate TOD around the new stations. For example, when you go north from Lynnwood, make sure some of the route is along SR 99. It is definitely shortsighted to pick the cheapest route, such as along I 5.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/28/2016	Email	98115

Comment

Dear ST:

I wish to express our extreme anger at the proposed funding scheme for ST 3. My wife and I are 73 years old, retired, and living on a fixed income. We have owned our home in the Wedgwood neighborhood of Seattle since March 1983, and have worked hard for many years to maintain our property, both for our own use and for eventual resale.

While we are willing to pay our fair share of taxes to support city and county projects that are generally beneficial to this region, we are sick of the constantly rising property taxes that every government agency deems as the only way to raise needed funds. If the taxes on our property continue to rise, we will be forced to sell and move elsewhere, even though we are both healthy and mobile and thoroughly enjoy our neighborhood.

If you go forward with ST 3, itself a dubious proposition at this time, I insist that you carve out exemptions for seniors who own and live in their own homes. We will not even be here when most of the ST 3 projects are completed, yet you seem willing to increase our tax burden significantly well into the future at a time when the Seattle city government is hammering us with taxes for education, housing, and parks. As much as I support public transportation, I will definitely vote No on ST 3 unless senior home owners are excluded from the taxing scheme.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/28/2016	Email	98119

Comment

I sure don't intend to be paying for something that I'll never see or be able to use. That's crazy and I won't do it. I'm most certainly going to vote against it and tell everyone that I know to also vote against it. It's also far too lavish. Buses can do more and faster!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/28/2016	Email	98125

Comment

I have filled out your recent survey, but I would like to emphasize my disappointment in the amount of parking near stations in the ST3 Draft Plan. My experience with Park and Ride at Northgate is it fills up so fast that it is effectively not available. No amount of money will build a Park and Ride big enough to fill the light rail cars once they reach Northgate. They don't even fill the buses that serve that station now. Please do not repeat this mistake at future stations.

An additional problem with Northgate is the only safe access route by bike via 103rd Street has explicit "do not enter" signs that make it effectively blocked to bike access. It should be an easy 12-minute bike ride to my house if only the route was legal and signed. The investments for such simple changes in cooperation with the city are minimal compared to the cost of even a small park-and-ride lot. I do appreciate the on-demand e-Lockers at the station, but they currently don't get much usage because of the lack of well thought-out bike access. Come to think of it, one of the major reasons it isn't safe to bike to the station is that it is in the middle of a giant parking lot. The new bike locker at Beacon Hill Station is a step in the right direction, but an on-demand pricing model, ORCA integration and a more streamlined application process would all help. Things like Pronto/Bike Share sponsorship and even taking pedestrian access into account in walk signal timing will all go a long way to getting people out of their cars and onto transit as their primary way of getting around. While some parking is necessary, it should be a temporary option reserved for new riders or those who absolutely need it. To make sure this is the case, it should have a price attached to it.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million. You can make this possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.
- Requiring parking studies of all new parking facilities before they are built and allow flexibility to use parking investments to be used for improving access via biking and walking.

Increasing biking and walking investments will help Sound Transit 3 get more people moving — ensuring success of Sound Transit by making it easier for more people to access bus stops and light rail stations.

Increasing bicycling and walking connections supports transit oriented development and affordable housing around stations; it supports healthy, equitable communities; and it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound region.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/28/2016	Email	98125

Comment

I am writing to urge you to build the NE 130th Street Station, and to describe how meaningful it would be to our family. My son [name] will begin kindergarten in Seattle Public Schools this fall. He is diagnosed with a rare genetic disorder, Pompe disease, which weakens his muscles and makes independent standing or walking unlikely during his lifetime. However he is bright and curious and we anticipate that a power wheelchair will enable him to navigate streets and public places freely as he gets older (especially if Seattle and the surrounding communities invest in appropriate sidewalk infrastructure!).

We live in and are adapting a home to be fully accessible at [address]. A light rail station at NE 130th St would make all the difference in opening up the region and its many wonderful features to [my son], fostering his independence as he grows up. He would be able to join both of his parents and other friends and caregivers as frequent users of transit.

I appreciate that the Sound Transit draft plan has included the recognition that the 130th Street Station could serve thousands of people (and all of the many wonderful things and competing demands on the plan). Please strengthen the ST3 proposal for the ballot with a plan for funding the 130th Street Station, as well as a timeline for station completion.

The 130th Street Station is a common sense move for the Sound Transit Board as it requires no extra track and no new tunnel; we just need a platform for a stop. This is the most cost-effective possible addition in the entire ST3 proposal. We are calling on the Sound Transit Board to make a commitment to build the NE 130th Street Station.

[My son] and our family thank you for your consideration!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/28/2016	Email	98125

Comment

To Sound Transit:

We need a commitment to build the NE 130th Street Station. North Seattle is a growing community, one which already lacks adequate transit service. We appreciate that the Sound Transit draft plan has included the recognition that the 130th Street Station could serve thousands of people. However, the current "provisional" designation for the 130th Street Station, with zero dedicated funding and no timeline, is unacceptable. We need a commitment to build. The ST3 draft is only half done. To get this draft ready for the ballot we need the 130th Street Station funded, as well as a timeline for station completion.

Not only will this station serve the immediate surrounding communities, like Pinehurst and Haller Lake, it will also act as the focal point of a powerful East-West connection, working in concert with buses to provide light rail service to Bitter Lake and Lake City, the fastest growing Urban Villages in North Seattle. North Seattle's solution to light rail should not be to walk or drive to Shoreline's station. The 130th Street Station is a common sense move for the Sound Transit Board as it requires no extra track and no new tunnel; we just need a platform for a stop. This is the most cost-effective possible addition in the entire ST3 proposal. We are calling on the Sound Transit Board to make a commitment to build the NE 130th Street Station.

Other key issues to mention:

- Station Spacing – Best practice for high capacity rail lines in other cities have stations averaging every 0.4 mile. North of the ship canal we will be looking at an average of 2 mile spacing getting as high as 2.5 miles between the Northgate and 145th St. stations. This is unacceptable.
- Seattle's Race and Social Justice Initiative – Bitter Lake Hub Urban Village and Lake City Hub Urban Village are the fastest growing urban villages in North Seattle while remaining some of the most affordable places to live in Seattle. High numbers of low-income families and seniors live in these communities. They also represent the areas with the highest concentration of neighbors who are English language learners in North Seattle
- 130th is an ideal place to build out better pedestrian and bicycle infrastructure. In fact, some of that work has already started along this corridor. This station could prove to be the most accessible via bike above both Northgate and 145th street stations.
- Car ownership is below the city wide average in these areas. This is a transit dependent community
- Based on Seattle's 2035 Growth Analysis, the Bitter Lake Hub Urban Village has new growth capacity of over 10,000 residential units and nearly 20,000 jobs. Lake City Hub Urban Village has new growth capacity of 4,000 residential units and 5,000 jobs. These growth numbers will only be attainable and successful with access to reliable transit like light rail. These estimations don't even touch the untapped capacity that could be attained with a transit oriented development (TOD) plan directly around the station area. With our current housing crisis can we really say no to this kind of growth potential?

Thank you,
Home owners in Lake City area, Seattle, [names]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/28/2016	Email	98161

Comment

As a third generation resident of Ballard I support the “West is Best” option (at grade rail to the west of 15th Ave. with a tunnel under the Ship Canal). Further I strongly support that this be prioritized so that I will not have to wait almost 20 years to finally have rapid transit service in Ballard. We are one of the largest potential ridership areas on the system and should receive service far sooner than the projected timeline.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/28/2016	Email	98199

Comment

I am thrilled to see my councilmember, Sally Bagshaw, supports the "West is Best" option, running light rail not down the center of 15th Ave. W. but rather to the west. (As best as I can tell from the proposal, this would be between the BNSF mainline and 20th Ave. W.) Not only would this mean marine traffic would never impact the line's functioning, it would give Ballard the underground station it needs, it would avoid making traffic worse on 15th – a vital arterial for residents of Magnolia, Queen Anne, Ballard, Crown Hill, Loyal Heights, and more – and it would spur development in Interbay and East Magnolia.
Thank you!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/28/2016	Email	98199

Comment

The residents of Ballard and West Seattle need to be served by Sound Transit more quickly than the current proposal provides. Within the limits of regional equity requirements imposed upon you, I hope you will be able to find some trade offs that enable you to do so. For me, the imperative of timing is more important than the route you choose.
Thanks for your consideration.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/28/2016	Email	98199

Comment

As someone who drives 15th Avenue West/Elliott Avenue daily, and has done so for MORE THAN 50 YEARS (yeah, I know that makes me kinda old), I have intimate knowledge of the area. A couple of things are facts that 50 years of experience, I would venture, might have some merit.

1) 15th and Elliott carry a lot of traffic both ways, especially during rush hours in the AM and PM.

2) These streets are currently underutilized. The restricted bus lanes go basically unused except occasionally, while the cars forced out of the 3rd lane, are squeezed into 2 lanes. If the goal is to maximize the throughput of our existing built lane system, there is no question that dumping the bus-only lanes would make everyone move faster.

3) What the bus-lane experience has shown us is that restricting the 3 lanes down to 2, did not move more people, it moved less. No question about it.

4) If there is a proposal to take any lanes on 15th Avenue West and Elliott Avenue and restrict them further for any purpose, that will be a traffic disaster. It will not motivate more people to take transit or light rail because all the residents of Ballard, Magnolia and Queen Anne who might want to take the light rail, still have to travel miles to get from their homes to the stations. Some will "park and ride" if sufficient parking is provided at the light rail stations. Most, our experience has shown us, will still drive their cars.

So, utilizing the area west of 15th/Elliott, much of which is underutilized railroad track space now, will be a far better solution than further restricting auto lanes.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/28/2016

Comment Source
Email

Zip Code

Comment

Hi Ryan,

I live in the Crown Hill/Ballard region and commute everyday across the 520 bridge to Redmond and back.

Am I correct in understanding that there is an eventual plan to have light rail across the 520?

My next question is in regards to the expansion planning. It appears to me that water and geography constrain the region to mainly North/South corridors for highways and we have very little East/West connections. The vast majority of traffic on the I-5 is going North/South and the main choke points to that traffic flow are the connections E/W to the 90 and the 520.

So my question is why is there so much priority on expanding north to Everett, which is already supported by the I5, bus, park&ride and now light rail to Northgate? By prioritizing East/West links you address what the region lacks due to water and geography and help alleviate traffic choke points immediately to the Seattle core, which helps overall commute times and business.

... and yes, this is personal since I would benefit :)

Thanks for your time.
[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/28/2016

Comment Source
Email

Zip Code

Comment

We need a commitment to build the NE 130th Street Station. North Seattle is a growing community, one which already lacks adequate transit service. We appreciate that the Sound Transit draft plan has included the recognition that the 130th Street Station could serve thousands of people. However, the current “provisional” designation for the 130th Street Station, with zero dedicated funding and no timeline, is unacceptable. We need a commitment to build. The ST3 draft is only half done. To get this draft ready for the ballot we need the 130th Street Station funded, as well as a timeline for station completion. Not only will this station serve the immediate surrounding communities, like Pinehurst and Haller Lake, it will also act as the focal point of a powerful East-West connection, working in concert with buses to provide light rail service to Bitter Lake and Lake City, the fastest growing Urban Villages in North Seattle. North Seattle’s solution to light rail should not be to walk or drive to Shoreline’s station. The 130th Street Station is a common sense move for the Sound Transit Board as it requires no extra track and no new tunnel; we just need a platform for a stop. This is the most cost-effective possible addition in the entire ST3 proposal. We are calling on the Sound Transit Board to make a commitment to build the NE 130th Street Station. Other key issues to mention: ? Station Spacing – Best practice for high capacity rail lines in other cities have stations averaging every 0.4 mile. North of the ship canal we will be looking at an average of 2 mile spacing getting as high as 2.5 miles between the Northgate and 145th St. stations. This is unacceptable. ? Seattle’s Race and Social Justice Initiative – Bitter Lake Hub Urban Village and Lake City Hub Urban Village are the fastest growing urban villages in North Seattle while remaining some of the most affordable places to live in Seattle. High numbers of low-income families and seniors live in these communities. They also represent the areas with the highest concentration of neighbors who are English language learners in North Seattle ? 130th is an ideal place to build out better pedestrian and bicycle infrastructure. In fact, some of that work has already started along this corridor. This station could prove to be the most accessible via bike above both Northgate and 145th street stations. ? Car ownership is below the city wide average in these areas. This is a transit dependent community ? Based on Seattle’s 2035 Growth Analysis, the Bitter Lake Hub Urban Village has new growth capacity of over 10,000 residential units and nearly 20,000 jobs. Lake City Hub Urban Village has new growth capacity of 4,000 residential units and 5,000 jobs. These growth numbers will only be attainable and successful with access to reliable transit like light rail. These estimations don’t even touch the untapped capacity that could be attained with a transit oriented development (TOD) plan directly around the station area. With our current housing crisis can we really say no to this kind of growth potential?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/28/2016

Comment Source

Email

Zip Code

Comment

As a long time resident of Magnolia, the alignment in the pending proposal for the downtown to Ballard light rail line, and the schedule for completion, are unacceptable. I understand the reasons that have been given by Sound Transit for a regional light rail/transit system, but the "cost" is too high. That cost includes delaying completion of the downtown to Ballard line until 2038, 22 years from now, and constructing it along Elliott Avenue and 15th Avenue West. That corridor is already congested, with 54,000 vehicles crossing the Ballard Bridge daily, and it is too often interrupted by the opening of the bridge for boat traffic. This corridor is aptly described as a major artery for downtown Seattle (the heart) that suffers from frequent blockages. The addition of the light rail line at or above grade on 15th will dramatically reduce the blood flood. A far better alignment is C-01c to the west of 15th, as urged by Seattle City Council member Sally Bagshaw.

I strongly endorse the comments submitted to you by the Northwest Seattle Coalition on April 25, 2016.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/28/2016

Comment Source
Email

Zip Code

Comment

To Sound Transit:

As a resident of the Pinehurst area of North Seattle I am requesting that Sound Transit include in its upcoming plan ST3:

- Commitment to fund and build the 130th Street light rail station in North Seattle in Sound Transit 3
- Expedite the construction of the Everett light rail link

I have lived in North Seattle for over twenty years because it is conveniently located between downtown Seattle and Snohomish county, areas where I have and still work and do business. During that time I have experienced first-hand the deterioration in regional transportation and in the I-5 corridor in particular.

Movement of people and goods on the region's major transportation arteries have broken down not only at rush hour but at other times. Mid-day used to be a convenient time to travel south or north on I-5 but routinely now there are slowdowns which rival morning or evening. Backups, slowdowns, and stoppages on I-5 and other major arteries lowers quality of life for travelers, both local and through, and adds significantly to the economic costs of personal and commercial transportation. Much like a stent for a blocked artery, making light rail more accessible along the I-5 corridor will improve flow, lower pressure, increase quality of life and lengthen the life of the patient – our transportation infrastructure. Without intervention the most important north-south transportation route on the West Coast, I-5, will become even more blocked up and eventually effectively unusable.

North Seattle is a rapidly growing area with affordable housing and underserved by transit. I-5's intersection with 130th Street is the central hub for traveling south, north, east and west. Without other alternatives, our growing population will increasingly turn to cars for transportation. Since the road stock cannot be increased, streets and roads and in particular I-5 will become even more overloaded. The 130th Street light rail station will provide a much needed alternative to I-5, getting current and future travelers off the interstate benefitting the region as a whole as well as North Seattle.

This is the most cost effective addition to ST3. It will be much cheaper to build the 130th Street light rail station now, as the line is extended to Shoreline, than at some unspecified time in the future. The 'modest' \$200 average increase in taxes for Sound Transit 3 must be added to all the other taxes I have to pay. Sound Transit must use our money wisely and in a fiscally prudent way.

Sound Transit should commit to funding and building the 130th Street light rail station in North Seattle in Sound Transit 3.

Drive times, slowdowns and stoppages will continue to increase all along the north I-5 corridor. Everett is and will continue to be a major source of employment. However availability of affordable single family housing will continue to draw many people to live in Snohomish county who work in King County.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Efficiently moving people and goods to, from, and through King County from north and south is and will remain one of the region's biggest challenges.

Therefore it is unacceptable that it will take twenty-five years or more to bring light rail to Everett. The north corridor is already badly in need of relief. Over the next twenty-five years transit times of 2 hours from Everett to Seattle will be common. The adverse economic and quality of life impact due to increased travel times will be immense. Frustration will grow and frankly if I lived in Snohomish county I wouldn't vote for Sound Transit 3 if the ETA of light rail to Everett remains twenty-five or more years out.

The transcontinental railroad was built in six years! Come on, let's get this done sooner.

Sound Transit should expedite construction of the Everett light rail link.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/28/2016

Comment Source

Email

Zip Code

Comment

I vote to include a light rail station at 130th Street. It is clear to me that we are excluding too many of us from direct access to rail because of the distances between stations. The Northgate station is not a fully accessible site for these reasons:

- It is blocked by the freeway to all points west.
- It draws auto traffic by including a Park and Ride in an intended urban center.
- The neighbors to this location have difficulty walking to it on hilly terrain and the unavailability of east/west public transit.
- Too many buses are needed to make transfers to rail and they are overwhelming the quality of the street edges and pedestrian incentives.

With a well-designed 130th Street addition it will be possible to improve transit opportunities and quality of life for many residents of North Seattle citizens. It is too far to build the next station at 145th Street.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/28/2016

Comment Source
Email

Zip Code

Comment

I want a #TunnelToBallard and the #WestIsBest route in Interbay." Please do not take out any lanes on 15th.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/28/2016

Comment Source
Email

Zip Code

Comment

I think that we are thinking too small when we don't include Delridge, White Center or Burien in West of Seattle transit planning. Attached is my idea for light rail for the West Side of Seattle.
[Attachment of maps showing light rail routes.]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/28/2016

Comment Source
Email

Zip Code

Comment

In addition to completing the ST 3 survey, which I found overly broad, and attending the Ballard H. S. meeting on 4/19, I'm sending this e-mail. As a Ballard resident for over 25 years, I have seen the increasingly rapid development and density. But new infrastructure, esp. transit, has not kept pace. Rapid Ride busses, going through Queen Anne, are not the answer. Other bus routes that do not link well are disappointing also. Most busses are standing room only during commuter hours and quite full throughout the day. With the opening of the U district to Downtown light rail link, bus service has been altered, not always to the benefit of Ballard riders, i.e. elimination of the 28.

Ballard accepted density many years ago and was promised better transit in return. Receiving light rail service in 2038 is not fulfilling that bargain. With the Elliott/15th Ave corridor already near capacity, I oppose the surface proposal. Instead, I strongly support the Northwest Seattle Coalition alternative plans for Ballard light rail: an elevated line west of the Elliott/15th corridor, a tunnel under the Ship Canal that continues north under Ballard, and an underground station, not on 15th Ave NW. A good alternate would be 20th Ave NW corridor, near Ballard core, but which would not displace many new business and residential developments on and near NW Market & 15th. The additional expense would be offset by alleviating the yearslong construction mess on 15th NW and probable displacement of current buildings and their residents.

As an immediate improvement, I urge that more Orca card readers be installed at major bus stops to speed bus loading. For example, the reopened stop by Macy's (3rd & Pine) still does not have its orca reader reinstalled. It was removed when this bus stop was closed as part of the drug emphasis. Its lack slows this key stop and thus the whole route for many busses stopping there.

Thank you for the opportunity to comment on ST 3.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/28/2016

Comment Source
Email

Zip Code

Comment

I am writing to advocate for the ST3 option that connects Ballard to downtown. This is a very important transit corridor, and will help turn the commute for many Seattle citizens into a clean commute. I advocate for the option that would locate the route through Interbay, west of 15th avenue, tunneling under the ship canal to an underground station in Ballard. I have been very impressed with how quickly light rail can move people from the U-District to Capitol Hill—this is achieved by getting it away from grade level. When transit has to deal with traffic signals, it slows down a lot. I think this added cost will be worth it for such an important transit corridor, with the potential to move so many riders.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/28/2016	Email	98199

Comment

The delivery date for the Interbay and Magnolia connector is completely unconscionable. We should have light rail in place before I retire. It doesn't matter if the costs are more upfront, the overall cost should be less as construction costs always accelerate the longer they are delayed. We have a problem now! And it needs to be addressed in a timely manner!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98103
04/28/2016	Form	
Comment Source	Zip Code	

Comment

1. Please provide all day Sounder service in both direction to accommodate reverse commuters to Lakewood and Tacoma from Seattle.
2. Why not Add a Sounder stop in Ballard as a short-term option until 2033 when Link reaches Ballard.
3. Please consider serving Belltown with future Link service in addition/instead/in combination with South Lake Union.
4. Work with Amtrak and King County Metro to connect the ID station; Union Station; and King Street Station's internally to facilitate transfers.
5. Time horizon of 2033 to Ballard and 2028 to West Seattle is pretty outrageous. Will King County Rapid Ride investments serve in the meantime? Can those funds be combined to speed things up?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98103
04/28/2016	Form	
Comment Source	Zip Code	

Comment

ST3 will serve a number of people and regions, as it should. Especially, it will also cost a significant amount of money to execute the ST3 plan. I believe a lot of people in the three county area understand these two points and accept them. However, they will be concerned that the plan will take too long to execute. Timing of the ST3 plan is the most significant concern and I would ask Sound Transit and local government officials to consider all options to expedite all portions of the plan so that execution occurs at least five, if not ten years earlier than currently proposed. Financing is the primary reason for the delays, but please consider opportunities at the Federal and state levels for greater up-front funding or debt potential, as well as up-front funding from local residents via taxes. The traffic gets worse every day and the tipping point will be soon that we will no longer be a world-class and competitive region for the best and brightest to live...because they can't get anywhere.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98103
04/28/2016	Form	
Comment Source	Zip Code	

Comment

First = good job Sound Transit for aiming big and sending these lines to so many different communities all over the region. It helps to keep things connected and accessible for those of us (like me) who can't afford/don't want a car. My comment is that the Issaquah alignment is great, but please don't make us interline all the way in Wilburton station! Also, try to avoid at grade crossings on the Ballard line where possible, as there are already a lot of complications due to train crossings in the waterfront/interbay area, so adding more would cause more problems.

Second = is it possible to bill 130th station as a separate project that just happens to open when Lynnwood does? That way the Federal funding doesn't get disrupted, but the project can all essentially be built together, but opened a little later (and by a little I mean under a year after Lynnwood).

Comment moving forward: love the updates on the "plans and projects" page, keep that up! The more updates and public the construction project is, the more we can get excited about the success/progress that is being made towards mobility. I <3 Sound Transit!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98104
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Sound Transit has failed the region. 22 years to Ballard is not acceptable. Sound Transit pointed to the large ridership numbers when Cap Hill and UW opened last month. That is nothign to applaud. That is simply pent up demand you are not serving. 7 years to open 2 stops not acceptable. We don't need another downtown tunnel. Stop tunneling high risk high cost and slow to constrict surface streets with right-aways serves the need. Look to our neighbors to the South - Portland. They have obstacles as well yet they can cross waterways on 100+ year old drawbridges without fail. Why can't we. Stop failing our region build now and complete timely.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98105
04/28/2016	Form	
Comment Source	Zip Code	

Comment

I support Seattle Subway's proposals to improve ST3. Downtown Seattle to Ballard should be fully grade separated and delivered on a faster timeline. I'm disappointed Ballard to UW was not included as a survey option. Please for Ballard to UW and West Seattle to Burien should be made shovel ready. I think freeway alignments are a poor choice (unpleasant/wasted walkshed/poor TOD potential) and should be avoided. The system should be designed with future expansion in mind (non-revenue junctions etc.)

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/28/2016	Form	
Comment Source	Zip Code	

Comment

What is the larger vision? Is this fixing things we missed or building something larger? The long term is important because it determines if stations get built as terminus or hubs, and prevents us from duplicating efforts (and costs) in the future. Also, a vision is understandable. A "spine" is understandable. A "loop" is understandable. The current proposal misses these things.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98107
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Ballard needs a mass transit solution now. We cannot wait 25 years. At grade is okay if it's faster. Also, a key will be to connect West Seattle to downtown as soon as possible. Once again at grade is fine as long as it's fast.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98108
04/28/2016	Form	
Comment Source	Zip Code	

Comment

1. Please use whatever incentives you have to encourage TOD and density near new stations.
2. Ensure that maintenance is not deferred and as much redundancy is built into the system to keep trains running long-term and, when maintenance is done, it is less disruptive.
3. Build Graham St. Station north of Graham St.
4. Less disruptive to Ballard travel through a higher bridge or something to similar effect would be appreciated.
5. Faster please! Can we ask for more state or federal revenue sources?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98112
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Build the Graham Street Station sooner! By 2020 use the 10 million cuts grant within the appropriate time frame.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98115
04/28/2016	Form	
Comment Source	Zip Code	

Comment

On behalf of several neighbors and myself the recent changes to the 71, 72 and 73 buses are premature. It now takes longer to get downtown than it used to considering the Delay in transferring. Possible solutions:

Can the 76 and 77 bus service be increased and extended to include midday and late service?

Can any of the sound transit buses make additional stops? For example can the 522 bus stop at 65th St. and I5?

Can the next University station and/or the 65th St. station be completed and opened earlier than the Northgate Station? Any of this would help.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98118
04/28/2016	Form	
Comment Source	Zip Code	

Comment

1. Make every effort to find more funding to speed up projects (local, state, federal money). Ex. Graham St. Station could be done in 5 years, not 20 years. A possible funding source: Get our federal representatives to demand that the Federal Reserve Bank buy ST construction bonds at very low interest rates instead of throwing money at Wall Street for speculation. Tell voters how many years each project would be delayed due to funding restrictions.
2. North Link: Go all the way to the Everett on 99, not I-5 with a BRT spur to Paine Field. Emphasize TOD on 99 including possible future stations, that will help with affordable housing and local business.
3. South Link: Do the same kind of TOD alignment along 99, not I-5.
4. East Link: Do BRT to Issaquah instead of LRT and begin LRT on 520 to the UW with a spur to downtown Kirland. Extend this line to Ballard in the future.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98118
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Waiting 20 out of the 25 years to get a light rail station at Graham Street seems silly to me adding that station increases the versatility of light rail at a reasonable cost. Instead of simply driving the rail lines further out we need to focus on increasing access and usability of the track that already exists. In a densely populated area riders are being left with substantial distances to cover to get to a station. We should end that as soon as we can.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98118
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Please push up the build schedule for the Graham St.Station. Our community has already waited almost 20 years for a station don't make us wait another 20. there is \$10 million from the city of Seattle that will be left on the table if you don't build soon and the Graham Street station is the least expensive of any of the ST3 projects. Don't spend the first eight years focused on parking lots. Graham Street station gets people out of cars and provides critical transportation options to a historically underserved community. 2020 not 2036!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98119
04/28/2016	Form	
Comment Source	Zip Code	

Comment

The Ballard and West Seattle extensions need to move higher in priority. Do these before doing extensions to Redmond, Issaquah and Everett.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98119
04/28/2016	Form	
Comment Source	Zip Code	

Comment

I grew up in NYC and have lived in many major metro areas and Jordon and SF and NYC. All of these cities have one thing in common in designing and prioritizing these mass transit - they completed the city core first, then extended out to suburbs and the surrounding area. Logic dictates that when you arrive in the city you have a conflicted mass transit. You are putting the cart before the horse by prioritizing Bellevue, etc before Ballard and West seattle. Growing up, if I'd taken the Long Island RR into NYC and NOT had mass transit available to all major parts of the city, I (and all NY'ers) would have been incredulous. Complete the light rail to Ballard and West Seattle FIRST. Then move out the line for Eastside extension to the later dates. This is practical, logical and necessary.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98121
04/28/2016	Form	
Comment Source	Zip Code	

Comment

1. No at grade (unless dedicated like on I-5)
2. Ballard and Everett should be first in line.
3. East side extensions should be last.
4. Better wayfinding/signage enter link system. Ex. I've walked by the 2nd Ave tunnel entrance to University Station many times. Put good signage!!
5. I prefer tunnels/suburbs. Not down the middle of the street like the proposed Ballard line. Tunnel under water - no drawbridge?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98121
04/28/2016	Form	
Comment Source	Zip Code	

Comment

1. Not having provision for a Link Station in Belltown seems short-sighted. It's a huge population and employment center that really needs to have link service as part of ST3.
2. Is there any way to implement all-day service on Sounder corridors? Seems like a good way to use existing infrastructure while link extensions are built.
3. The Ballard Link should be fully grade-separated to make travel as fast as possible.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98122
04/28/2016	Form	
Comment Source	Zip Code	

Comment

- Please add UW-Ballard corridor to ST3 package
- Downtown-Ballard should be grade-separated entirely and go under shipp canal in tunnel or if not, then on a fixed bridge. Ideally tunnel under Queen Anne Hill and Fremont as was an early corridor studied a year or so ago.
- Light rail or busway on Cross Kirkland Corridor to serve Downtown Kirkland. Kirkland needs to be part of ST3 package. I-405 BRT makes no sense and doesn't serve anything. NE 85th & I405 Freeway Station on I-405 BRT is insufficient to serve Kirkland and is way too expensive for what it is.
- Any Issaquah light rail line must tie in a South Bellevue and interline through Bellevue on East Link track, it must cross the slough to make Issaquah-Seattle trips realistic and useful.
- Do not route any line to Everett through Paine Field. It's a time and money wasting deviation that serves a dispersed industrial area, where no one does/will use transit. I even question the whole concept and prioritization of the spine being completed. Tacoma and Everett are better served with greatly improved Sounder commuter rail service, more frequent trains: weekend, mid-day and night service. Add tracks if needed work with the freight rail owner to make commuter rail service better.
- Infill Sounder stations at Broad St/Belltown and Golden Gardens/Ballard to make better use of North Sounder service that is existing as well as spare capacity aboard trains that could handle many people in this busy corridor.
- Speed up the timeline for these projects as much as possible. Projects are needed ASAP. Use the public to pressure their jurisdictions to speed up the process.
- Generally supportive of ST3 and projects, but some projects are questionable for cost and number of riders or have odd elements. Issaquah line bypassing slough Paine Field deviation or downtown-Ballard running at-grade thru Interbay with movable bridge. Please fix these problems as projects move forward to create the best lines that people will actually use.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98122
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Concerns: the timeline to completion would give me at 72 virtually no benefits, yet I will be hefty increases in my taxes - especially property tax, for my and my children and grandchildren's lives. If congestion on I-405 is already very high on HOV lanes, and population is growing so fast on the east side, now can the proposed rapid ride buses be rapid? A new light rail line paralleling I-405 makes more sense. Where are the Park and Ride lots and parking garages in Seattle - especially along the MLK route. Why are southcenter and Boeing plants bypassed by light rail?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98125
04/28/2016	Form	
Comment Source	Zip Code	

Comment

1. HCT Study: Northern Lake Washington. Please return to the wording of previous draft iterations which was much clearer for each of the substudies, i.e. 522 corridor light rail, sand point to Kirkland etc. The region north of the ship's canal has huge potential for population growth and the very northern Aurora Ave and Lake City Way corridors are untapped areas for region growth. East-West connections and diagonal connections are key to make these HUB village's work.
2. NE 130th still and important station, like Graham Station. There must be ways to built it out 2023 without losing 1.2 B federal money. How do we do it?
3. I understand limitations imposed by Olympia on individual taxation how do we find money to build a full system out sooner? Don't wait.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98133
04/28/2016	Form	
Comment Source	Zip Code	

Comment

The plan, overall, is okay. I've always said that there should be a tightly woven transport web so that people really won't have to wait for their rides at all once they know it's time to leave a given area in order to get to the next area or final destination. What I'm against is the apparent push to get absolutely everybody onto trains and nothing but trains, no matter what. Trains are a godsend for people who really need them, but let's not have yet another "one mode fits all" parcel. Different people have different transit needs. Hence the tight web of interconnecting transit modes. Let's all keep this in mind.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98133
04/28/2016	Form	
Comment Source	Zip Code	

Comment

An east-west bus on 145th Street, NE 145th St and NW 145th St is needed. Make it run from 35th Ave NE to 3rd Ave NW on 145th, with no transfer - just back and forth east west.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98146
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Regarding funding of ST3, I see that property tax sales tax and vehicle licensing fees will be used. Has provision been made for a future state or local income tax as a possible source of funding? Continuing to grow or regressive system of taxation is doomed to eventual failure. Given the long timeline involved it seems likely that social forces will influence how such projects are said for in the future. s

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98199
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Downtown to Ballard light rail has the highest ridership and the lowest cost rider. Yet it is one of the last routes to be built. Doesn't make sense - you get more bang for the buck by building this time earlier. Also the proposed route along 15th ave w will be as disaster for freight business on 15th ave w and commuters the alternate route C-01c is a much better choice and will serve just as many people/rider as the 15th ave w alignment disrupting eventful freight and port traffic. We know how to tunnel under the ship canal - tunnel - not bridge.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98199
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Please consider more office hours for the "orca card shop" at westlake. Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98199
04/28/2016	Form	
Comment Source	Zip Code	

Comment

1. Add the station at NE 130th ASAP to North link
2. Ballard to University District or Ballard UW is a preferable route to provide service to Ballard over Ballard to Downtown. The penalty to downtown should be small if implemented properly, and it improves service to UW, Capitol Hill, Northgate, etc. for Ballard as well as Fremont/Wallingford/Green Lake, etc. If Ballard to Downtown must be built instead, do not build it with level/at-grade crossings. Grade separated street crossings.
3. BRT will work better than light rail for West Seattle, assuming it is done properly. If rail must be built for potential reasons, terminate it at Delridge.
4. South Lake Union (in so far as not covered by Ballard to Downtown) and Lake city would be the next priorities.
5. Please, please, please pay attention, and prioritize, bus transfers at light rail stations. Please no more awful bus integration like that at UW station (though that is at least partly the University's fault) and Mt. Baker station, to cite two of the worst examples.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/28/2016	Form
Comment Source	Zip Code

Comment

With the split of the C and D lines, I now must pay more to get too and from my job in West Seattle. I used to board at third and Cedar and ride to the Alaska Junction, the used my transfer to Board again at the junction and return home. Now that the lines are split, my transfer expires while I am returning from West Seattle and I must pay again to get from Downtown Seattle to Third and Cedar. Even though metro may have to take a "that's just how it work when we change routes" stand on this, my bigger issues is having to transfer in downtown Seattle. The only two stops that serve both lines are very seedy, and I do not feel safe. Standing at either of them after dark, even if I took a different bus for my "short" trip to/from downtown Seattle/3rd and Cedar, I would have to wait at a sketchy bus stop. This split has had a negative impact on me financially, time-wise and safety-wise.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/28/2016	Form
Comment Source	Zip Code

Comment

Can Metro implement a "rider education program" that teaches customers 1) Exit out the rear of the bus - even if it means walking past the accordion part of longer buses? It is much more convenient to have people enter in one door (the front) and exit another door (the middle or back) than to have them exiting and waiting to get on using the same door.

2) Don't block the orca card reader? If paying cash, customers using orca cards should be able to "blip" and board without waiting for the person putting money into the fare box and getting a transfer.

3) Keep it moving? Take your turn (without being rude) and get on the pass, don't block the aisle when boarding or getting seated, don't stand in the way of others at the bus stop, etc.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/28/2016	Form
Comment Source	Zip Code

Comment

Right of ways and dedicated lanes whenever possible, please!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment
04/28/2016	Form
Comment Source	Zip Code

Comment

1 trillion \$ is proposed to be spent on updating [illegible] subways to make it work - it would rebuild highly unlikely rail in the US but would create jobs [illegible] to make war for oil. Stop war build a sane economy.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98133
04/28/2016	Form	
Comment Source	Zip Code	

Comment

I am all in for mass transit. However I would like to see this new plan expedited. Why not a five-year plan?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98146
04/28/2016	Form	
Comment Source	Zip Code	

Comment

1. Ever since Sound Transit introduced the ORCA and began to refuse Metro's paper transfer, you've left behind the poorest and most dependent on transit riders. Please come up with a better plan than you've come up with so far! Make it happen now! Because of this ST policy, I can't afford to ride ST!
 2. ST3 Draft Plan - please seriously change the funding of this plan by implementing an EMPLOYER tax. This tax would speed the financial burden more; the ST Board has the authority to do this! We need less regressive taxes!
 3. Graham St. station - please move this construction up in the timeline.
 4. 130th St. in Northgate - please add funding for this station.
 5. Please buy appropriate land for the affordable housing need in our region next to the ST lines.
- Without a serious solution to #1 and #2 above, why should I vote for ST3??

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/28/2016	ST3 Web Form	98072

Comment

on <http://soundtransit3.org/draft-plan#full-list> under 'Kent/Des Moines...' the Overview.pdf link is incorrect -- it goes to http://soundtransit3.org/Media/Default/InteractiveMap/Corridor/KentFedWayTacoma_corridor2.pdf also, the 'ST Express Bus Service' item doesn't have Overview or Detail links-- and no budget entry-- is that information included in some other item?
Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/29/2016	Email	98115

Comment

The Ballard to Downtown Seattle alignment must be fully grade-separated to win my vote for the ST3 package.

The City of Seattle also must make light rail a permitted use to reduce or eliminate impact studies and analysis of alternative studies.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/29/2016	Email	98116

Comment

I live in West Seattle and am very excited about and supportive of the prospect of bringing light rail to our community. Here are my ST3 comments, in no particular order:

I agree wholeheartedly with Seattle Subway's suggestions for improving the West Seattle plan (<http://seattletransitblog.com/2016/04/26/draft-west-seattle-plan-a-good-start-lets-make-it-great/>): complete the EIS for the Junction-to-Burien segment, designate the project a "provisional project," work with City Of Seattle to classify light rail as a permitted use, eliminate at-grade options from the EIS, allow around-the-clock construction in industrial areas, and classify the new downtown tunnel as a regional asset to allow function from additional subareas.

I am concerned about the impacts to the Alaska Junction an overhead alignment would have. An overhead station would be especially daunting. Please consider an underground routing through the heart of the Alaska Junction, including an underground station with minimal above-ground footprint.

Light rail must be fully grade separated.

Please locate the Alaska Junction stop as close as possible to the existing transit center at the corner of SW Alaska St and California Ave SW.

Please encourage commercial and residential development adjacent to, above, and below light rail facilities.

Please make the Rapid Ride C line capital improvements as substantial as possible. The Rapid Ride C—and other buses from West Seattle to downtown—need a contiguous bus lane to downtown Seattle. Communicating what those improvements will be prior to the November 2016 election will help rally West Seattle to support ST3.

Consider building the new bridge across the Duwamish immediately and in such a way that it could support interim use by buses until the rest of the light rail line was ready to be constructed.

Do anything and everything possible to get light rail to West Seattle prior to 2033!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/29/2016	Email	98118

Comment

- (1) For each project, give the completion time assuming no funding or cash flow restrictions. This will tell everyone how more funding would help speed up projects.
- (2) Think big and long term on new funding sources. Example: Start a campaign for a national investment bank (or have the Fed play this role) to buy bonds at very low interest rates.
- (3) Make transit oriented development a higher priority than immediate cost considerations. Explain to the suburbs that light is not commuter rail - that it is about sustainability as much as mobility.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/29/2016

Comment Source
Email

Zip Code

Comment

My family and I are big supporters of Light Rail throughout the region, and specifically the ST3 proposal. However, the extension to Ballard on the 15th Ave surface street is not not a workable solution. We use 15th virtually every day going from downtown to Magnolia. Our daughter and her family live in Magnolia and her husband works downtown, so he uses 15th twice a day. Taking two lanes off of an already gridlocked street won't solve anything, because there won't be a practical way for them or us to use this light rail segment.

So, our support is for the "West is Best" option as a practical solution. We want a #TunnelToBallard and the #WestIsBest route in Interbay.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

04/29/2016

Comment Source

Email

Zip Code

Comment

Greetings to the ST Board:

Thank you for including 522/145th St. BRT, parking and light rail study in your draft package. I support all three of these studies. With a light rail station coming to the intersection of I-5 and 145th, it's imperative to connect such north end cities as Monroe, Woodinville, Bothell, Kenmore and Lake Forest Park to the region's transportation grid. To insure complete connectivity for these cities, light rail along this corridor will be essential in the future. Until that can be constructed, BRT is the next best option. Additionally, parking structures in these cities are also critical for public transportation. I regularly bus to the University of Washington campus as well as downtown and cannot find Park and Ride spaces after about 8:00 am on weekdays. As a result, I am forced to park on residential streets or in the parking areas of businesses. This is an unacceptable impact on both homeowners and businesses. Please remember the need for parking in order to complement all forms of public transportation. Thank you for your consideration of these comments.

Comment Date

04/29/2016

Comment Source

Email

Zip Code

Comment

[Sent to Board of Directors]

I am excited by the prospect of the continued expansion of our light rail system! I came to Seattle in 2002 and remember eagerly awaiting the opening of the Downtown to Airport line. It has been great to see this line expanded farther north.

However, I am concerned about the Ballard-Downtown line. As a resident of Ballard, I regularly commute on the express bus lines. While these lines are good, they regularly get bogged down in traffic crossing the Ballard Bridge. I expect this will only get worse as time goes on. This in combination of the lessons learned from the current line through Rainier Valley emphasizes the importance of a grade-separated light rail so as not to affect the reliability of the entire light rail system

While I know the process of building a light rail takes time, I am somewhat discouraged by the long timeline for what would be a very high ridership line. Reducing this timeline to accelerate the Ballard-Downtown line is critical to keep people moving around western Seattle. However, because of the high ridership, quality should not be sacrificed.

When constructing stations in Ballard, plans for the future should be considered, including looking forward to a Ballard-UW line.

Lastly, any new downtown tunnels should be considered regional assets due to their use as terminals for cities and towns outside of Seattle including Everett, Lynnwood, West Seattle and Bellevue/Redmond. A new downtown tunnel should be funded with regional resources.

Thank you for your hard work. Again, I look forward to the expansion of our transportation system.

Comment Date
04/29/2016

Comment Source
Email

Zip Code

Comment

Back in 1962 when I was a kid we packed the car in Spokane and drove to the “big city” of Seattle to participate in the 1962 World’s Fair. Etched in my brain was this new future world of the Space Needle, the Science Pavilion and of course the Monorail! Look at Seattle now! You take a breath and more change is everywhere! I have worked in a few Seattle neighborhoods the last 17 years, and I get out of my car and walk the Hood I’m in and instantly become part of each block’s community. I am a witness daily to the “instant” community created at the U of W Light Rail Station... students heading to class or to the airport during spring break, the worker bees including Professor types, the bikers parking and getting on the Rail. I hate driving my car in Seattle for some time now, but have to because of what I do to make a living. On Capitol Hill I am a witness to the rapidly increasing number of walkers and bikers, the full buses. Light rail is no longer the “future” in Seattle, it needs to be done now, and done right, which means including the NE 130th Station in Seattle! City officials seemed surprised at the number of people who voted “Yes” for the recent Move Seattle Levy. Not me..... I witness it 7 days a week, include the NE 130th Station now!

We need a commitment to build the NE 130th Street Station. North Seattle is a growing community, one which already lacks adequate transit service. We appreciate that the Sound Transit draft plan has included the recognition that the 130th Street Station could serve thousands of people. However, the current “provisional” designation for the 130th Street Station, with zero dedicated funding and no timeline, is unacceptable. We need a commitment to build. The ST3 draft is only half done. To get this draft ready for the ballot we need the 130th Street Station funded, as well as a timeline for station completion. Not only will this station serve the immediate surrounding communities, like Pinehurst and Haller Lake, it will also act as the focal point of a powerful East-West connection, working in concert with buses to provide light rail service to Bitter Lake and Lake City, the fastest growing Urban Villages in North Seattle. North Seattle’s solution to light rail should not be to walk or drive to Shoreline’s station. The 130th Street Station is a common sense move for the Sound Transit Board as it requires no extra track and no new tunnel; we just need a platform for a stop. This is the most cost-effective possible addition in the entire ST3 proposal. We are calling on the Sound Transit Board to make a commitment to build the NE 130th Street Station. Other key issues to mention:

- Station Spacing – Best practice for high capacity rail lines in other cities have stations averaging every 0.4 mile. North of the ship canal we will be looking at an average of 2 mile spacing getting as high as 2.5 miles between the Northgate and 145th St. stations. This is unacceptable.
- Seattle’s Race and Social Justice Initiative – Bitter Lake Hub Urban Village and Lake City Hub Urban Village are the fastest growing urban villages in North Seattle while remaining some of the most affordable places to live in Seattle. High numbers of low-income families and seniors live in these communities. They also represent the areas with the highest concentration of neighbors who are English language learners in North Seattle
- 130th is an ideal place to build out better pedestrian and bicycle infrastructure. In fact, some of that work has already started along this corridor. This station could prove to be the most accessible via bike above both Northgate and 145th street stations.
- Car ownership is below the city wide average in these areas. This is a transit dependent community
- Based on Seattle’s 2035 Growth Analysis, the Bitter Lake Hub Urban Village has new growth capacity of over 10,000 residential units and nearly 20,000 jobs. Lake City Hub Urban Village has new growth capacity of 4,000 residential units and 5,000 jobs. These growth numbers will only be attainable and successful with access to reliable transit like light rail. These estimations don’t even touch the untapped capacity that could be attained with a transit oriented development (TOD) plan directly

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

around the station area. With our current housing crisis can we really say no to this kind of growth potential?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/29/2016

Comment Source
Email

Zip Code

Comment

With my brother, I run an award winning design build remodeling company in Ballard. Crown Hill, specifically.

We also have an earthquake retrofitting company that secures homes to their foundations to protect lives & property during an earthquake.

We are born & raised North Westerner's – almost all of that time in Seattle.

Most importantly, we are the type of non-tech jobs creator that our city needs to remain a vibrant, growing & diverse community!

In our remodeling company - Years ago we used to do work everywhere in the city. Now, we only work in North Seattle.

Years ago we used to hire employees from all areas of the city. Now, most of our employees live either in North Seattle, Shoreline or north.

“Why?” you might ask...

Because traffic in our city sucks! Specifically the commute times for our employees.

When I agree to do work for a homeowner, I make a commitment that we are going to “say what we do, and then do what we say.”

And because of our traffic, I can't always keep that promise for homeowners anywhere other than North Seattle.

Our employees from outside of North Seattle couldn't make it to work on a consistent schedule.

They couldn't keep their commitment to me, which meant that I couldn't keep my commitment to our homeowners.

As a family firm placing “quality time with family” near the top of our values – I can't in good conscience ask employees to spend up to 2 hours a day commuting, and being away from their families.

I would love to be able to hire again from everywhere in our city, but because of the commute times for prospective employees, I can't.

Please help me change that, and allow me to hire from a more diverse & rich employee pool.

Allow me to give my employees a reasonable, consistent commute time so that they can spend more time at home with their families.

For that main reason, I strongly urge you to incorporate the following recommendations made by Seattle Subway:

Ballard-SLU-Downtown is the highest ridership line in the region. Every effort must be made to get the delivery timeline without reducing quality.

Grade Separation: The Ballard-SLU-Downtown line will be one of the highest ridership lines in America, with half the ridership in the downtown core coming from across the region. Sufficient funding for grade

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

separation through Interbay is essential, otherwise reliability for Tacoma, Federal Way, SeaTac and the downtown core will be seriously affected. That would be a bad outcome for the entire region.

EIS study and provisional status of light rail for Ballard to UW and West Seattle to Burien. Limited spending here shaves 6 years off a future construction timelines. Additionally, given that Sound Transit projects in 2016 are coming in \$240 million under budget and the FTA has granted double our expected funding for Lynnwood, we should have an executable plan to efficiently use unanticipated funding. On a package of this size, cost savings could contribute to line extensions to Burien and cross-town in North Seattle.

Alternatives Analysis on Ballard-Crown Hill-Greenwood-Phinney-Northgate-Lake City. This line serves transit dependent communities in North Seattle and the study can be completed at low cost.

Future-proof Stations for Continued Growth. ST3 will not be the last transit expansion in the Seattle area. Stations should be funded to be built with an eye for future expandability. For example, funding should be sufficient to allow a Ballard station to be expandable both East and North, as the City of Seattle has requested.

And then a personal request...

Extend the Ballard line to 85th in Crown Hill in this round of funding.

Please don't hesitate to call or email with any questions.

Thank you for your time and consideration.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/29/2016

Comment Source
Email

Zip Code

Comment

As a Ballard resident, I know from personal experience that any plan to improve travel between North Seattle and downtown needs to include (a) new crossing(s) of the Ship Canal and (b) not take away lanes from pre-existing routes like Elliot Ave and 15th Ave W. Thus, I strongly support #TunnelToBallard and the #WestIsBest route in Interbay for the proposed rail route between downtown Seattle and Ballard. Any route to Ballard should be done right rather than wasting money on a cheaper half-solution. The current proposed non-tunnel crossings of the Ship Canal and alignment right on 15th Ave W are worse than doing nothing, and will force me to vote against ST3 if they remain part of the proposed plan when it comes to public vote.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/29/2016	Email	

Comment

I want a TunnelToBallard and the WestIsBest route in Interbay!!!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/29/2016	Mail	98133

Comment

[Please see attached PDF]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/29/2016	ST3 Web Form	98115

Comment

Before ST3 is ever considered, you have a tremendous amount of work to do on what already exists. I live in North East Seattle and the changes to my transit options have been absolutely abysmal. What used to be an easy commute now requires acrobatics to get to light rail. The 71, 72, and 73 buses have all been aborted. It now takes much longer for me to get downtown as it did before. At this rate, your track record is very poor. I suggest strongly that the bus service be reinstated as before until the University and Roosevelt stations are completed. Otherwise you're asking your riders to do absolutely too much to get to light rail. Or consider shuttles to light rail. The current buses get hung up in the university district, so they are no more efficient than before and they now require a transfer. This is very very poor planning.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
04/29/2016	ST3 Web Form	98119

Comment

I support Option 4 in Seattle (C-01d) because it connects South Lake Union with Fremont, Phinney Ridge and Ballard, is less disruptive to traffic and existing structures and costs less money. I don't like the 15th ave/Interbay options that would take lanes or move current land use like the kids' sports field. Go ST3!

Comment Date
04/30/2016

Comment Source
Email

Zip Code

Comment

We need a commitment to build the NE 130th Street Station. I write this as a resident of the Lake City area and employee of the University of Washington, who would directly benefit from the station, but I am not alone. North Seattle is a growing community, one that already lacks adequate transit service. We appreciate that the Sound Transit draft plan has included the recognition that the 130th Street Station could serve thousands of people. However, the current “provisional” designation for the 130th Street Station, with zero dedicated funding and no timeline, is unacceptable. We need a commitment to build. The ST3 draft is only half done. To get this draft ready for the ballot we need the 130th Street Station funded, as well as a timeline for station completion.

Not only will this station serve the immediate surrounding communities, like Pinehurst and Haller Lake, it will also act as the focal point of a powerful East-West connection, working in concert with buses to provide light rail service to Bitter Lake and Lake City, the fastest growing Urban Villages in North Seattle. North Seattle’s solution to light rail should not be to walk or drive to Shoreline’s station. The 130th Street Station is a common sense move for the Sound Transit Board as it requires no extra track and no new tunnel; we just need a platform for a stop. This is the most cost-effective possible addition in the entire ST3 proposal. We are calling on the Sound Transit Board to make a commitment to build the NE 130th Street Station.

There are additional compelling reasons for you to take this action:

*Station Spacing – Best practice for high capacity rail lines in other cities have stations averaging every 0.4 mile. North of the ship canal we will be looking at an average of 2 mile spacing, getting as high as 2.5 miles between the Northgate and 145th St. stations. This is unacceptable.

*Seattle’s Race and Social Justice Initiative – Bitter Lake Hub Urban Village and Lake City Hub Urban Village are the fastest growing urban villages in North Seattle while remaining some of the most affordable places to live in Seattle. High numbers of low-income families and seniors live in these communities. They also represent the areas with the highest concentration of neighbors who are English language learners in North Seattle.

*NE130th is an ideal place to build out better pedestrian and bicycle infrastructure. In fact, some of that work has already started along this corridor. This station could prove to be the most accessible via bike above both Northgate and 145th street stations.

*Car ownership is below the city wide average in these areas. This is a transit dependent community.

*Based on Seattle’s 2035 Growth Analysis, the Bitter Lake Hub Urban Village has new growth capacity of over 10,000 residential units and nearly 20,000 jobs. Lake City Hub Urban Village has new growth capacity of 4,000 residential units and 5,000 jobs. These growth numbers will only be attainable and successful with access to reliable transit like light rail. These estimations don’t even touch the untapped capacity that could be attained with a transit oriented development (TOD) plan directly around the station area. With our current housing crisis can we really say no to this kind of growth potential?

The “provisional” designation is short-sighted—look at the facts and do the right thing for this rapidly growing community!

Comment Date
04/30/2016

Comment Source
Email

Zip Code

Comment

On Monday, Sound Transit's chairman called the \$50 billion ST phase 3 plan "one of the most important decision our generation will be asked to make." I can't resist suggesting some questions we should all be asking:

? Number one, what would a household pay in Sound Transit taxes each year? 20 years of these taxes already show they'll never go away, so let's have a realistic and independent analysis of the tax burden on we who would vote for more. Some say the total ST overall household tax burden would rise to over \$1,000 average per year. For lower income families, is that fair? Would ST3 taxes adversely affect the ability to fund public education and other programs? How high does light rail phase 3 push the total household tax load in this region?

? Question two, how many additional door-to-door transit trips will \$27 billion more taxes for ST3 buy? Many of the riders on the ST3 add-ons would be those who now take one-seat morning buses routes that would end at train stations. What's the public cost for each new transit customer? How would that compare to an expanded and modernized rapid bus service on expressway managed lanes where PSRC predicts better flow in 2040? Will those with their bus service shut down save commuting time by having to stand on the train?

? Third, what IS the impact on traffic congestion just from ST3? 525 thousand daily boardings in 2040 from all three phases of Sound Transit is only 3 percent of the 19 million daily trips forecast by PSRC in that year, so reducing congestion will be challenging, for sure. No congestion reduction from trains has ever been confirmed by the environmental impact statements for every rail project going back to 1999. Unlike many, I read them! So despite PSRC's freeway forecast, ST3 plans and marketing are based on future congestion getting worse. Chairman Constantine said on Monday all of us should support ST3, because "every person who chooses to ride the train is one less driver snarling up traffic..." So we need to ask, just how many cars are forecast to be taken out of traffic by ST3, and is THAT enough to make commuters less miserable.

? Next, obviously, how many folks will actually have shorter commuting times because of ST3, and, how many minutes on average will be saved? Modern computer models can determine this.

? Fifth and finally, beyond the rail in Seattle already being built, does the technological revolution offer faster, more flexible, less expensive alternatives for mobility and congestion reduction? The core ST rail planning assumptions were made decades ago, no longer comporting with changes possible from the Internet, smartphones, robotics, and cars people buy today that drive themselves on freeways. Is doubling fixed rail now the best way for the region to achieve a lower cost, lower emissions, faster, flexible, high-tech transportation future?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
04/30/2016

Comment Source
Email

Zip Code

Comment

The materials I just glanced at from [name] are more focused on Ballard, so I want to ensure that you keep West Seattle's needs front and center.

Getting around the 'peninsula' (West Seattle) has become nearly impossible. Now that the viaduct is closed for two weeks our community is severely impacted, and bus transportation simply isn't enough to move West Seattle residents to their destinations.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
05/01/2016	Email	98102

Comment

As a Seattle resident, transit user, and voter, I am keenly interested in Sound Transit 3 and want to provide my feedback.

In general, I am pleased with the scope and ambition of the proposal. I believe that voters are more willing to support a plan that includes high-quality services they may one day use, even if the price tag is higher.

All future lines must be fully grade-separated. In particular, I am very concerned about the street-running segment of the proposed Ballard/Downtown line. This must be grade-separated!

I am dismayed that there is no line from Bellevue to downtown Kirkland via the CKC trail with a short tunnel into downtown, but I understand that NIMBY-ism is particularly strong and well-organized among those who live along the trail. I simply wish to register my dismay at that outcome.

The timeline must be improved. Serving Ballard in 2038 is too far in the future and votes are undoubtedly lost by the prospect of waiting 22 years for service to begin. This needs to be addressed or explained better to voters.

Build direct rail to Everett and build a small spur to Paine Field later. It is imperative that service be delivered sooner, and in a more direct manner.

Invest in Ballard/UW so that it's shovel-ready if additional funds are available. This is an extremely well-performing line that would create a critical crosstown route.

Invest in pedestrian access to stations. Stations should be located in the densest, most walkable area possible. I and many other voters are very aware of the high cost of catering stations to cars.

Thanks for registering my feedback. Oh, and the new Capitol Hill station is great -- I hope one day to have access to many more like it in the city and the region.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
05/01/2016

Comment Source
Email

Zip Code

Comment

I live in Magnolia and have commuted by bus five times/week to downtown Seattle for 40 years. I have this to say about your ST3 ideas:

To bar cars and trucks from one lane in each direction of Elliott W and 15th Ave W permanently as you propose is preposterous.

I support a tunnel between Ballard and Magnolia, and the #WestIsBest route in Interbay. I will find it very hard to vote for the ST3 package otherwise.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

05/01/2016

Comment Source

Email

Zip Code

Comment

I am writing in regards to the ST3 plan.

Unfortunately, the transit proposals seem to be made with little foresight as to what the needs of the community will be when the project is completed. 10 years ago, there was a proposal that we would have mass transit by 2021, now that is being pushed back another 20 years. In 25 years, we will have spent billions of dollars and will still be way behind the needs of the community. Taking 25 years to run lightrail to Everett is not in the best interest of the communities or the taxpayers. It doesn't do anything to relieve congestion now. We need more efficient transportation, but we also need it sooner than later. The other day, I sought to find a way to use mass transit from Bothell to Snohomish and was stymied. Projects like the 405 toll lanes have demonstrated that the transit planning needs to include reality rather than theoretical niceties.

I oppose ST3, it is too expensive, takes too long, doesn't address the current needs, and doesn't address the coming needs of the Puget Sound area.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
05/02/2016	Email	98101

Comment

Dear Sound Transit –

We would like to add my support for the Sound Transit 3 draft plan and provide my input on how to make this an even more effective plan. We strongly support the continued build out of light rail across our region, improving and increasing ST Express service, as well as more frequent Sounder Commuter Rail service.

We believe that Sound Transit can improve the system plan for Sound Transit 3 through better and stronger transit-oriented development policies. The policy should be updated to reflect the need to build transit-oriented communities. This means alignment decisions should prioritize creating transit oriented communities, moving away from freeways and into areas that are planned for development and growth.

Transit-oriented communities are successful when access to and development around high-capacity transit is prioritized.

By prioritizing transit oriented communities, Sound Transit can build upon its commitment to providing a robust transit system that serves all residents in the region. We request that you strengthen your pledge by setting out principles in the draft plan that achieve the above goals.

Thank you

[names]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
05/02/2016	Email	98103

Comment

I would like to add my support to the Seattle Subway letter. I believe that we need light rail in the densest areas first. Ballard and West Seattle already have "transit oriented development" so there already is a large ridership pool demanding better transit. There is very strong support in Seattle for more light rail within the city. I also support grade separation for a truly reliable system. Investments in safety and reliability are invaluable. In addition, I support extending the light rail south to Tacoma as the Sounder train is not useful for anyone not working 8-5 or taking a social trip.

Letter from Seattle Subway:

Dear Sound Transit Board Members,

Seattle Subway thanks the board for proposing a transit package that meets the scale of the need in the Central Puget Sound region. As an advocacy group favoring robust, high quality, high capacity transit investments throughout the three-county metropolitan area, we also appreciate the opportunity to provide feedback on the ST3 draft plan. In addition to our support of the principles of the Transit Access Stakeholders group to which we are a party, we wanted to provide additional emphasis on the following issues:

PRINCIPLES

Grade separation in urban areas is essential

Collaboration to reduce timelines as much as possible is critical (involves Sound Transit, action by cities before the vote and community group support)

Regional infrastructure should be funded regionally

Plan for the future, and study appropriately to help the future arrive more quickly

Embrace reliable community partners

Win!

SPECIFIC COMMENTS

Regional Infrastructure: We should recognize that both Downtown Subway Tunnels will be regional assets. Reliability challenges, left unaddressed, will have impacts on the entire system. Train delays in the Interbay section will have direct impacts all along the Ballard to Tacoma line. Interruptions on this line during rush hour will also push overwhelming crowds—up to 100,000 daily riders—into the existing tunnel that serves Everett, Lynnwood, West Seattle and Bellevue/Redmond as riders crowd just one downtown subway tunnel. This points us to a key fact: the second tunnel in downtown Seattle is a regional asset, just as the original DSTT is (which was built and funded by King County voters in the 1980s for \$455 million). Resourcing the tunnel as a regional asset can ensure funding available to resolve reliability issues north of the tunnel that will affect the entire system if left unaddressed.

Improving Timelines: We know Sound Transit staff are working to reduce timelines as much as reasonably possible. We note the following:

Ballard-SLU-Downtown is the highest ridership line in the region. Every effort must be made to get the delivery timeline without reducing quality.

Snohomish County residents have disapproved of the timeline to Everett. Their hunger for light rail immediately can be satisfied with building direct to Everett, providing initial BRT on the Paine Field loop, and constructing light rail from the spine to Paine Field at a later date. That said, an Everett alignment West of I-5 is preferable to best serve transit dependent communities. A freeway alignment has long term costs, undermining Everett's potential as a thriving city more than the short term construction impacts of construction near denser, walkable areas where people actually live and work.

City Efforts. Sound Transit should outline specific actions that cities can take to speed delivery of projects by up to three years. If cities clamoring for light rail take action prior to June to maximize these timeline savings, then the delivery timelines of projects can reflect accordingly. Tacoma, Everett, Seattle and Issaquah all have the opportunity to make a difference here.

New Stations. While full light rail lines take time to construct, infill stations should be an early deliverable. With this in mind, Graham St station should be built much earlier and the construction of 130th St station should be guaranteed and delivered as soon after Lynnwood Link is finished as possible.

Grade Separation: The Ballard-SLU-Downtown line will be one of the highest ridership lines in America, with half the ridership in the downtown core coming from across the region. Sufficient funding for grade separation through Interbay is essential, otherwise reliability for Tacoma, Federal Way, SeaTac and the downtown core will be seriously affected. That would be a bad outcome for the entire region.

Plan for the future. We can ensure the wait for transit is even less in the future if we do the following now:

EIS study and provisional status of light rail for Ballard to UW and West Seattle to Burien. Limited spending here shaves 6 years off a future construction timelines. Additionally, given that Sound Transit projects in 2016 are coming in \$240 million under budget and the FTA has granted double our expected funding for Lynnwood, we should have an executable plan to efficiently use unanticipated funding. On a package of this size, cost savings could contribute to line extensions to Burien and Crosstown in North Seattle.

Alternatives Analysis on Ballard-Crown Hill-Greenwood-Phinney-Northgate-Lake City. This line serves transit dependent communities in North Seattle and the study can be completed at low cost.

Alternatives Analysis on "Metro 8" serving Belltown-SLU-Capitol Hill-Central District-Judkins Park-Mt Baker. This line connects transit dependent communities in the Central District and also connects region's highest density neighborhoods.

Future-proof Stations for Continued Growth. ST3 will not be the last transit expansion in the Seattle area. Stations should be funded to be built with an eye for future expandability. For example, funding should be sufficient to allow a Ballard station to be expandable both East and North, as the City of Seattle has requested.

Embrace Reliable Community Partners. We support expansion of the light rail system to Issaquah, partly because reliable partners are essential to building robust system. Cities and Sound Transit (as noted above) must work together to serve the public interest. While some cities hold transit hostage, others embrace best urbanist principles in planning and in code, and do so in collaboration with regional entities. Issaquah and Redmond are examples of this latter group. Their willingness to work with and for transit will produce the best possible outcomes for the region all while reducing costs to do so. We hope Tacoma, Seattle and Everett also bring the same embrace of best practices to expedite delivery of light rail, maximize quality TOD opportunities, and continue to build the dense, walkable, accessible communities that should surround such an important transit investment.

We are excited for what is possible as part of this robust transit expansion package. We look forward to the impact this has on both economic development and quality of life in great communities from Tacoma to Everett to Redmond and Issaquah, and in Seattle itself. The board has attempted to meet the depth of the challenge our region faces when it comes to transportation. We expect the board will succeed in making many of these improvements that will improve likelihood of passage of such an important measure.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
05/02/2016	Email	98122

Comment

Dear Sound Transit board members:

Let me begin my letter by thanking all of you and your staffs for what I'm sure has been a difficult and arduous process getting to where we are today. You have a lot of competing interests to attempt to serve and I hope this letter is useful feedback. Much is going to be made of this plan over the coming months as it heads towards a vote and I appreciate your efforts.

Overall, I think that Sound Transit 3 is a decent proposal. Compromise is key and I can see where compromises to make the larger plan workable and palatable to voters have been made. To that end, I have one major concern: A stunning lack of any form of high-capacity transit connectivity to and from Seattle's Central Area. I believe that King County Metro's own data shows that residents of this area make many transit trips to and from regional destinations and I argue that the neighborhood should be included in, at a minimum, the planning and development for some form of HCT even if that requires local funding. Sound Transit can and must play a lead role in getting, if nothing else, the paperwork and planning done so that a project through the 98122 ZIP code can be "shovel-ready." In many more words, here's why:

Central Area residents use transit...a lot.

According to King County Metro's 2015 service guidelines report (a short link is given at the end of this letter), routes 48 and 8 rank 2nd and 3rd for overall highest weekday passengers per platform hour out of routes that do not serve the Seattle downtown district. Only route 44—a route that has been listed as a "future investment study" in Sound Transit 3—ranks higher. Expanding to include every route that "Serves the Seattle core," as Metro describes them, in existence at the end of 2015, route 48 comes in 20th on the list and route 8 comes in 24th. Routes 3 and 4 make an appearance in the top 30.

Out of every top-30 passengers per platform hour core Seattle route, almost all of them either now duplicate new light rail service or soon will duplicate that same service. Every route in the top 30 serves downtown, South Seattle, Capitol Hill, and the University District—all of which now have rail transit—or areas like Roosevelt, Northgate, and North Seattle, which soon will have rail transit. Even routes 40 and 5, which stand alone as outliers, will be replaced by proposals found in Sound Transit 3.

A lack of HCT in the Central Area is a regional problem.

The Central Area is growing right along with Seattle and the greater Puget Sound region. Major employers like Swedish Medical Center-Cherry Hill are already here. Large development—23rd and Jackson comes to mind—is in the immediate pipeline, along with the massive redevelopment of most of the rest of the 23rd Ave corridor. Further, with all of the people moving here, now is the time to start making the investments in high-capacity transit here, not in 20 years when we'd be wondering why we didn't do this in the first place.

A lot of ink will be spilled over the delay in getting critical routes to Ballard and Redmond's downtown and connecting Tacoma completed. Serving the "doughnut hole" of the Central Area is something that cannot wait until 2040 or later.

The Judkins Park station is not a substitute.

Judkins Park is definitely part of the Central Area and people can correctly point out that areas like 23rd and Jackson and neighborhoods surrounding IH-90 are within walking or bus connection distance to that station. However, that is one station going one direction without the wealth of connections (and transit-oriented development) that other stations and areas will benefit from in Sound Transit 3. Compared to

the destined-to-be-studied Ballard/UW route, having a single station to serve such a dense area is, again, no substitute.

Actual data.

To back up my views, I present actual data below, sourced from the 2015 King County Metro service guidelines report.

Seattle-core routes that do not serve the Central Business District

[table]

This table shows the top five routes that do not serve the CBD, serve primarily Seattle (as determined by King County Metro), and are not commuter expresses. Routes 44, 75, and 9X are either being studied for replacement or have been replaced by high-capacity transit such as Link. The two that remain are both in the Central District.

Top 21 Seattle-core routes, 2015 overall average rides per platform hour

[table]

This table lists the top 21 routes that serve the Seattle core, ranked by their 2015 overall average rides per platform hour (calculated as King County Metro's measure of the number of weekday riders in 2015 divided by the number of weekday platform hours devoted to that route in 2015).

Italicized routes serve the Central Business District, green routes are or will be replaced by Link, and yellow routes are under study for eventually being replaced by Link. Notice that there are just two routes, highlighted in orange, that are not in italics and not shaded yellow or green.

All done.

My point has begun to get repetitive so I will end on that note. Yes, the "Metro 8 Subway" championed by Seattle Subway is not easy, not inexpensive, and not a multi-county or multi-city project that will get a lot of passionate banners waved. It is, however, an in-city regional connection that needs to be studied and put on the map for future expansion as a "shovel ready" project, just like Ballard/UW. There's no reason to continue to leave one of the area's most dense and most diverse neighborhoods off of the high capacity, grade-separated transit map any longer.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
05/02/2016	Email	98125

Comment

My understanding is that the ST3 public comment period has been extended until May 2, 2016 at 5:00 p.m.

I'm advocating for fully funding the NE 130th Street LINK Station with a definite timeline for construction. To build it as part of ST3 would cost about \$25 million. Such a bargain! To add it on after the line is already in operation would cost roughly three times as much.

Given the proven success of U-LINK, we can expect congestion to be worse at both the Northgate and 145th Street Stations, if a stop is not included NE 130th. This would decrease potential ridership.

I understand that there was some hesitation to fund this site because a federal grant had already been allocated for Lynwood LINK. Since Denver was able to proceed on a similar project without loss of funds, it would seem likely that this is not something to be serious hazard. I doubt Federal officials would want to make this project more difficult than it needs to be.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
05/02/2016	Email	98125

Comment

Dear Sound Transit,

Please increase infrastructure for biking and walking to transit so that I can safely, affordably, and easily get that last mile to & from the light rail station.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

I am so excited that light rail has arrived north of the Ship Canal. The new UW light rail station is changing my life hugely, and for the better. However, the bicycle parking at the station is not supportive of real commuting. In a place where it rains all the time, nine months of the year, bike parking needs to be covered. On-demand bike lockers are also needed to make expensive commuter bikes secure. The only alternative to secure bike lockers is bringing the bike along on the rest of the commute: more bicycles on board the light rail.??I also urge you to design all future stations so that walking to nearby bus stops is shorter (preferably much shorter) than the distance from the UW station to the bus stops at Stevens Way, 1500 to 2000 ft away. The Stevens Way bus stops are crucial connecting links on weekends and late at night when buses that use closer stops run very infrequently (or not at all). Their distance from the light rail, however, is unreasonable for mobility-limited transit users.

Please improve biking and walking infrastructure for all of ST3.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
05/02/2016

Comment Source
Email

Zip Code

Comment

It is in the political self interest for Sound Transit to publicly caution cities from misusing land use law when enacting legislation for zoning changes around the proposed Light Rail Stations.

The heart of the matter is that the City of Shoreline used a Planned Action Ordinance without the required project level EIS and Capital Facilities Planning. This action has effectively disenfranchised its citizens since there will be no opportunity for public input once projects are proposed. The community belongs to those with the money and the power to redevelop, not the citizens who live here.

Those who have paid close attention understand that this action was taken independent of what Sound Transit requires. However others such as [name] who recently ruled on a legal case and the Growth Management Hearings Board who claimed they have no jurisdiction regarding key elements of the case have acted as though the case was against Sound Transit instead of the City of Shoreline.

Whereas Sound Transit only asked for 700 units of added residential density to be located within a 1/4 mile of the station the City of Shoreline elected to use a Planned Action Ordinance stretching a mile wide at its widest point.

A Planned Action is inappropriate when you do not have a project, since a project level EIS and capital facilities planning are required prior to passing the Planned Action.

In the recent court case mentioned above which, [name] whose background is in criminal cases mischaracterized the case calling the Planned Action Ordinance passed by the City of Shoreline "Sound Transit Ordinance 707."

As the backlash against redevelopment grows Sound Transit may end up being one of the casualties.

If you would like to receive access to the legal papers that have been filed in this case so you can see for yourself what the City of Shoreline has done please let me know and I will take it up with the Board of Shoreline Preservation Society that filed the case on behalf of the community of Shoreline. Thanks again for taking comment.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
05/02/2016

Comment Source
Email

Zip Code

Comment

Thank you for the opportunity to comment on the ST3 Draft Plan. I am excited about the expansion of light rail across the region, and about the passionate conversations our communities are having about the ST3 package. We know that we face many transportation challenges in this region, not the least of which is our need to reduce our carbon output. Light rail is a tremendous tool in our efforts to move people and goods efficiently without further threatening the livability of our climate.

That's why it's important that the transit plan not only cover extensive areas, but be prioritized to accommodate the highest projected ridership as early as possible. The downtown-to-Ballard route is expected to have one of the highest riderships, and should not be delayed. I feel strongly that the Ballard line should continue to 85th, but that extension could be delayed if necessary, while the core downtown-to-Ballard line must come sooner. I know some in the region have seen very little direct service for their tax dollars so far, and I know they must have service too. But somehow we must balance that with getting the most people out of their cars.

Racial and social equity is key. Communities of color and low-income communities need access to rail, and need to be able to live near the stations. I'm encouraged that Sound Transit has been giving more attention to TOD around the stations now, and to affordable housing around the stations, in particular. That effort needs to be continued and expanded.

Along that same line, we need to prioritize stations where people access stations without cars. We need walkable communities, and light rail stations can help support and build such communities. Graham Street Station should have been built with the initial line, and it shouldn't be delayed until 2036 - build it earlier. The 130th Street station shouldn't be an optional station either; it should be part of the plan. Route alignments should consider walkable neighborhoods, as well.

Rather than building parking spaces -- which cost an outrageous amount per space, occupy land that could be better used for housing and retail, and encourage people to drive -- Sound Transit should invest in creating robust, safe, comfortable walking and biking infrastructure to stations, as well as improving bus, streetcar, and other transit connections to light rail stations. No parking should be built without comprehensive analysis that determines the need is real. Where the demand for parking remains strong, those spaces should be paid parking, with the resulting income going to efforts to reduce the demand for parking.

As everyone else has said, we need all of this faster. I know there are challenges with financing structures and with planning and building timelines, but the region is hungry for these investments. Anything you can do to speed this process without compromising quality, environmental responsibility, and community engagement will be applauded - by me and almost everyone else. (Hard to get applause from the Seattle Times.)

Thank you for the time you're taking to read what must feel like an avalanche of comments. There's so much opportunity here -- and so much need. This is a major investment in our future and we need to get it right! I appreciate all the work that's gone into the development of the plan so far, and the work that will go into tweaking it.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
05/02/2016

Comment Source
Email

Zip Code

Comment

I'm a supporter of mass transit and I think Sound Transit is doing a wonderful job bringing transportation alternatives to the Seattle area.

But I'm curious about whether the entire state of Washington gets to vote on ST3 this fall, or only the voters within the Sound Transit district?

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
05/02/2016

Comment Source
Email

Zip Code

Comment

Thank you so much for seeking public comment on ST3 so avidly. I have great hopes for ST3 and want to give it the strongest chance possible at the ballot box this fall. My main concerns are that light rail through Interbay to Ballard be grade-separated, which means a new downtown rail tunnel. With the success of the downtown-UW tunnel, we can feel confident that a new tunnel will be feasible and will reduce rush-hour slowdowns that could affect the whole Tacoma/North Seattle line.

Please consider moving Ballard higher up the list of projects. The ridership is huge and will help build enthusiasm for following projects.

I live in West Seattle and want to push for EIS study and provisional status for a Junction/Burien line as well as a Ballard-UW line. West Seattle is growing quickly and needs more transit support; also, east-west travel in North Seattle is slow and cumbersome. If we can shave time off future construction by laying groundwork now, we have a responsibility to do so.

Thank you so much for your commitment to high-quality, reliable transit in the greater Puget Sound area!

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date
05/02/2016

Comment Source
Email

Zip Code

Comment

understand limitations of taxation, bonding, and sub-area equity restrict the scope of ST3. However, timing and grade separation concern me. I live in Ballard, and as part of the recent Ballard Urban Vision planning process, the priority of transit for Ballard was assured. In addition, the up zoning arrived much earlier here, and has had a profound effect. As such, transit is already breaking, with bottlenecks that will be difficult to fix without light rail. We need Light Rail sooner than 2038.

Contrary to this goal of sooner, we must build the right line. At-grade crossings will lead to reliability issues that will be more difficult and disruptive after the fact. With 145k riders per day, when some idiot crashes their car onto the tracks and causes an accident delaying everyone's commute, they will curse at whoever decided 4 at-grade crossings were a great cost-saving measure.

Not that this is your problem, but Seattle has a looming issue of what to do for safe bike and pedestrian traffic across the Ballard bridge, and in time, will also have to replace it for car traffic. Possibly combining a light rail bridge with a pedestrian/bike bridge might allow more funding sources, and help other stakeholders.

I want to believe in ST3, but currently it is neither ambitious enough to wait for, nor fast enough to let me settle. If it going to take 22 years, at least make it great. Otherwise, get it done.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Comment Source	Zip Code
05/02/2016	ST3 Web Form	98077

Comment

Can you tell me the voting region for ST3 for the upcoming November 2016 election? In the past, the ST voting region was narrowed to zip codes and precincts that were more urban, and those of us who "live way out in the sticks" in the more rural sections of King County were not eligible to vote on the ST projects----and thus aren't taxed either.

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date

05/06/2016

Comment Source

Email

Zip Code

Comment

Hello,

I feel independent tunneled or elevated light rail is the only long term solution to our region's increasing congestion problem and inequality. Not more buses.

Please look to Chicago and New York for transit times vs mileage to ensure we don't get too many stops thereby by making rail slow and discouraging ridership.

The light rail wait time at each stop is too long to the Airport -- again please look to Chicago and New York for wait times at each stop.

Interbay/15th st is becoming a very congested so please prioritize service to rapidly growing Ballard and north of Ballard.

Thank you very much - kind regards

Sound Transit 3 - Draft System Plan
Comments Received (North King County)

Comment Date	Public Meeting Comment	98118
05/08/2016	Form	
Comment Source	Zip Code	

Comment

Ballard-Downtown needs to be entirely grade-separated. Ballard stop should be near the heart of it downtown. E.g. Near Bergen Place, not way East by 15th. Don't route near Interbay, serve people instead, that means upper Queen Anne (an underground stop like Beacon Hill) and probably aslo SPU and/or Fremont.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
03/24/2016	Email	98034

Comment

H - I've been a resident of Kirkland since 1960. I'm appalled by the negativity from the city regarding light rail through the Kirkland Corridor. I sincerely hope you are able to go forward with your plans and build light rail on the entire Eastside. It would so enhance future travel. I just wanted you to know that not all of us Kirkland residents are against this.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
03/24/2016

Comment Source
ST3 Web Form

Zip Code
98033

Comment

Looking forward to light rail in Kirkland!!

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
03/24/2016	ST3 Web Form	98034

Comment

My apologies for the City of Kirkland's incomprehensible rejection of Sound Transit's plan. The people of Kirkland are very supportive of Sound Transit and are excited about expanding light rail in the region. I really wish our city could be a part of that future!

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
03/24/2016

Comment Source
ST3 Web Form

Zip Code
98056

Comment

Hello,
Why doesn't light rail going through Renton?
Thank you.

4/12/16

I filled out the survey. Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
03/24/2016

Comment Source
ST3 Web Form

Zip Code

Comment

Concerning the E-03-SegB: Bellevue Wilburton Station to Central Issaquah LRT route:
On the proposed Wilburton to Central Issaquah line, it seems there is a wasteful, inefficient stretch between Wilburton Station and the elevated station near Richards Rd SE. Instead, why not just connect from Richards Rd west to the South Bellevue station (East Link)? This would serve to more directly connect the Issaquah area to Seattle, while maintaining the critical light rail connection to Bellevue/Kirkland/Redmond. As it's currently proposed, a person commuting via light rail to Seattle from the Issaquah area would have to take a large detour to Wilburton and then back through Bellevue, wasting time and distance. This will greatly discourage ridership from the Issaquah area. It would be a much preferred route plan to connect the route from Richards Rd to South Bellevue.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
03/25/2016

Comment Source
Email

Zip Code

Comment

Hello,

It is very frustrating and disappointing to not see light rail along the Eastside Rail Corridor/Cross Kirkland Corridor to Totem Lake (and beyond) including on the list of proposed ST3 projects released yesterday, March 24, 2016.

To not put light rail (or another form of mass transit) on this corridor would be very, very short sighted. The demand may not be there today for light rail, but given the rapid growth of this region that is projected and its proximity to a heavily congested interstate (I-405) it's hard to imagine demand not being there in 25-30 years when a light rail line would come on line.

Even more frustrating is my suspicion that light rail is not being considered because of opposition by a relatively tiny fraction of residents along the CKC. Transit is a regional issue and should be treated as such. We should not squander a tremendous transit asset - a vertically and horizontally aligned rail corridor that is plenty wide enough for both transit and recreational uses - due to NIMBY opposition. Also, this corridor has been a rail corridor for 100 years. Current verbage used in the media paints it as a long-established nature trail, which it is not. Given its use for freight rail as recently as the past 10 years and the established intent to include light rail transit on this corridor in previous use plans it is my opinion that Kirkland's CKC Master Plan should NOT take precedent over wider regional plans. Please press forward planning mass transit, preferably light rail, on the ERC including the CKC. Thank you for your time.

Regards,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
03/25/2016

Comment Source
Email

Zip Code

Comment

Hi there!

Are there any updated cost estimates for the proposed ST3 projects recently approved by the Board? If so, are the estimates available in electronic format, and if so, how can I obtain a copy?

RSVP,

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
03/25/2016	ST3 Web Form	98029

Comment

Hi, my name is James and my family lives in Issaquah. We were very happy to see the light rail extension to Issaquah in the ST3 draft plan (thank you!) but we thought the alignment connecting Issaquah and Eastgate to Wilburton was rather unfortunate. Our thinking is that it duplicates quite a bit of track (the line would run pretty close to and parallel to the under-construction East Link coming from Seattle to Bellevue) and also isn't very convenient for most Issaquah residents who would most likely want to travel to downtown Bellevue or Seattle. We saw that both a transfer and backtracking would be required to reach either downtown Bellevue or Seattle from Issaquah. Even though we love light rail and have been fans of expanding the system for years, we would rather have no rail to Issaquah or wait until we can afford a solid alignment (especially to downtown Seattle) than have a connection to Wilburton. In the meantime, we would much rather just spend the money on express buses that could connect us to Mercer Island. Thanks for listening to our feedback!

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
03/25/2016

Comment Source
ST3 Web Form

Zip Code
98052

Comment

The timeline is too slow. It must be built faster.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
03/26/2016

Comment Source
Email

Zip Code

Comment

I have been a Kirkland resident for 25 years. It is so difficult to get anywhere from here, especially downtown Seattle. I am fed up with rotting in traffic in Kirkland. We need light rail, and there's that existing right-of-way connecting Kirkland to Bothell, Bellevue, Renton, and SeaTac. You have my full support for using that for rail.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
03/26/2016

Comment Source
ST3 Web Form

Zip Code
98005

Comment

I will be voting NO for any measure that includes additional property taxes.
2 No votes in our household.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
03/26/2016	ST3 Web Form	98033

Comment

We want to express our deepest gratitude to SaveOurTrail.org for working so diligently to present an honest, fair, evaluative process to BOTH the 1. citizens of Kirkland (many of whom are negatively affected by/have strong objections to the proposal to install BRT/Trains on the CKC) and 2. to the Sound Transit Staff (ST3) for hopefully listening to the people most affected. The future Environmental Studies are crucial, as the Wetlands and Zonal issues preceded any Train activity previously here, but were ignored as was the norm of the times. Protection and balance have come to light as being of great importance to preserve the area and the ecosystems. In addition, the loss of greenspace and issues of personal safety, noise and light pollution, HIGH COSTS, and LOW ridership must be taken into consideration. We must all be responsible stewards for our future generations and find other, more appropriate, effective, and less costly forms of transportation via I-405. Once lost, there is no bringing back our greenspace, water and horticulture balances, and peace in this space. You gave the Community a gift for the ages by removing the Tracks and allowing families to use this unbelievable space. Please continue to help us preserve it for all.

[names]

Kirkland, WA

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
03/26/2016

Comment Source
ST3 Web Form

Zip Code
98056

Comment

The time frames are way to long, I realize the area is 'late to the table' but from here on it should be full speed ahead

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
03/26/2016

Comment Source
ST3 Web Form

Zip Code
98059

Comment

Are you kidding us? Seriously, 25 years? How irresponsible can you be? Perhaps it's time to get new people on the board who can accomplish the goals in 5 years not 25.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
03/27/2016	ST3 Web Form	98075

Comment

It is a good start of a plan, however I do not see the value in bringing light rail to Tacoma and Everett since these cities already have sounder service and would require a lot more rail (and cost) to cover the distance.

Instead a focus on the population centers closer to Seattle and Bellevue would be more beneficial and probably cost less. These areas have large populations and lack good transportation options now. Population and job growth will continue in Kirkland, Renton, Maple Valley, Kent, Sammamish, and Woodenville. Please give them more than just bus options.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
03/28/2016	Email	98040

Comment

Subject: Prioritize access by bus, bike, and walking; place stations to help create walkable communities in ST3 plan

Dear Sound Transit Board,

I urge you to create a Sound Transit phase 3 (ST3) plan to send to region voters this November that will provide more travel options and connect our key activity centers. We need expanded regional mass transit that serves ridership corridors effectively and gives underserved communities better access to affordable transportation.

When you assemble the policies and projects in the ST3 proposal, please ensure that it will:

- * Invest in station access projects for people walking, biking, and riding local buses to reduce reliance on Park and Ride access;
- * Price all Park and Ride spaces to better manage parking space demand;
- * Select non-freeway routes, which provide highest potential for transit oriented development (TOD) and affordable housing;
- * Phase the projects strategically to deliver timely benefits where the need for transit and expected ridership are greatest, while subsequent expansions will add value over time.

Please support a bold ST3 plan for our future. We need a big proposal with better transit that helps reduce our climate footprint and promotes compact, walkable communities.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
03/28/2016	Email	98040

Comment

Subject: Prioritize access by bus, bike, and walking; place stations to help create walkable communities in ST3 plan

Dear Sound Transit Board,

I urge you to create a Sound Transit phase 3 (ST3) plan to send to region voters this November that will provide more travel options and connect our key activity centers. We need expanded regional mass transit that serves ridership corridors effectively and gives underserved communities better access to affordable transportation.

When you assemble the policies and projects in the ST3 proposal, please ensure that it will:

- * Invest in station access projects for people walking, biking, and riding local buses to reduce reliance on Park and Ride access;
- * Price all Park and Ride spaces to better manage parking space demand;
- * Select non-freeway routes, which provide highest potential for transit oriented development (TOD) and affordable housing;
- * Phase the projects strategically to deliver timely benefits where the need for transit and expected ridership are greatest, while subsequent expansions will add value over time.

Please support a bold ST3 plan for our future. We need a big proposal with better transit that helps reduce our climate footprint and promotes compact, walkable communities.

You will get many emails from people that OPPOSE mass transit expansion. Don't listen to them. Mass transit, and rail in particular, is the only effective way to reduce the environmental footprint of the single occupancy vehicle. It is absurd that a city as large as Seattle does not have comprehensive mass transit. Please go big!

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
03/28/2016	ST3 Web Form	98034

Comment

Please consider Zach Shaner's "Grand Bargain for Kirkland" proposal (link: <http://seattletransitblog.com/2016/03/14/a-grand-bargain-for-kirkland-in-st3/>). Even those of us who are fans of walking and biking trails don't want Kirkland to miss out on light rail access. Please bring light rail to Kirkland too!

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
03/30/2016

Comment Source
Email

Zip Code

Comment

Hello -

I am working with several other people on preparing a blog article about the planned Sound Transit 3 projects in the city of Kirkland. We will be strongly focused on the benefits that Kirkland citizens will see from ST3 and will be ignoring "pass through ridership" on the system from further north on 405 as that is a given. We want to focus on what will change for the city itself.

I have been able to find data for the anticipated alightings at the NE 85th BRT street station of less than <1000 riders. However I have not been able to find anticipated boarding's for the Totem Lake station. Is Sound Transit assuming similar ridership there as today on the 532/535 Express Buses or does it anticipate an increase in transit riders with expansion of the Kingsgate Park and Ride?

Thank you!

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
03/30/2016

Comment Source
ST3 Web Form

Zip Code
98056

Comment

Why is there no Light Rail or Sounder planned for the 405 corridor south of Factoria to Tukwila?! That area is a nightmare and there is no significant relief in sight. It is a major transportation link and yet it is as if it didn't exist. Please respond.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/01/2016

Comment Source
Email

Zip Code

Comment

I have been waiting for light rail to come to Issaquah since I moved here from New Jersey in 1988. The local roads were crowded back then, but not anywhere as bad as they are now. It was a major mistake not to build the proposed Southeast Bypass, which would have helped reduce Issaquah's traffic. Issaquah redirected the money set aside for that project elsewhere, which was a crime. Please don't let it happen again. Issaquah is long overdue for light rail.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/01/2016

Comment Source
Email

Zip Code

Comment

Hello,

As a long time resident of Issaquah and the Seattle area – I was born in Seattle, I am IN FAVOR and advocating for bringing Light Rail to Issaquah.

My husband and I own 3 businesses in Issaquah and are wholly in favor of utilizing light rail for our clients and employees!

Thank you so much!

All the Best,

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date

04/01/2016

Comment Source

Email

Zip Code

Comment

Dear ST3 Decision Makers,

I will not vote to approve this measure. The time table is too long. This should be done in 10 years completely. Surely, we can have concurrent construction.

I am heavily in favor of light rail transit. I grew up in Chicago and know all about transit options.

The mindset here is Mass Transit. The mindset should be RAPID Transit.

With no plan to use the Eastside BNF rail corridor that has been around for 100 years is a grave mistake. How can we not use an existing corridor that already exists.

Buses need their own corridor else they sit in traffic.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/02/2016	Email	98034

Comment

Dear sound transit

I am a Kirkland, WA resident. I received a flyer from you all today asking me to join an open house.

However, I was annoyed to note that there is no open house scheduled for Kirkland, WA.

If Kirkland is not affected by this, why send me a flyer? If it is, why is there no seriousness toward getting feedback from us?

Also from advocates' materials, it appears Kirkland residents' taxes are going to be used to subsidize transport for other cities. Why would I want to agree to this? The answer is a resounding no and that is what I will campaign in my Kirkland community as well.

Combined with the fact that there is no serious effort to even engage residents of Kirkland, you can expect Kirkland residents rise en masse to prevent our tax dollars going to benefit everyone else other than Kirkland residents.

You say you have worked on this plan for 3 years but it boggles my mind that there are no open houses in major towns and job/wealth creation centers such as Bellevue and Kirkland. Why?

Please get serious and engage effectively lest you are made to continue in draft mode for another decade. I do agree that our region is witnessing tremendous growth but it also takes people who take their jobs seriously to get plans in motion for making our area very smart when it comes to transit. We should be leading in the Americas when it comes to transit lest we go the Bay Area way where people are being subject to miserable commute standards. We should never let it come to that. Once again please get serious and do the right things.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/02/2016	Email	98052

Comment

greetings:

Traffic getting to/from the Eastside (Bothell, Canyon Park, Redmond, Kirkland) and SeaTac airport is terrible. While it is possible to use the carpool lanes going southbound on 405 to deliver passengers at SeaTac, the ride coming home northbound as a solo occupant is brutal.

Currently, for those of us who live north of Bellevue, we must somehow navigate our way through traffic or to the Bellevue Transit Center to ride the ST 560 to/from SeaTac.

As the ST3 draft states, it will establish a BRT route along 405 to link up with Light Rail at Tukwila at which point, riders will switch to/from LR to get to/from SeaTac. While this combo of BRT/LR to get to/from the airport is not as convenient as simply riding BRT to/from the airport, if it must be that way, OK.

Suggestions:

---Provide BRT service to the Houghton Park/Ride. It is a convenient location for Redmond & Kirkland residents. It would be great place for us to drop off/pick up BRT riders, especially those with some degree of physical handicap, instead of having to negotiate the freeway station.

---Implement some form of BRT service to SeaTac ASAP even if the ballot measure does not pass. Given the benefit/need, this service to/from the airport should have already been in place.

Thank you for your time and attention.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/03/2016	ST3 Web Form	98033

Comment

Kirkland tax payers are getting shafted by ST3. Look at how little Kirkland is getting compared to other cities in the region for the more than \$350,000,000+ in taxes we will pay over the next 15 years on ST3. Lets review:

- A \$240M bus stop in the middle of a highway interchange that Sound Transit admits fewer than 1,000 people will use each day and requires pedestrians to cross major streets and freeway offramps to access.

- A half mile of bus lanes.

- A parking garage allowing a few hundred more people per day to use the Totem Lake Freeway station and a few hundred more for routes 252/257 to downtown Seattle and local service.

- New & more buses on 405 but little to no improvements to local service within the city.

BRT on 405 will be almost exactly like today's Express Bus service provided by routes 532&535. All told fewer than 2,500 people will board BRT at the two stations in Kirkland each day. Half of what ride Metro's route 255 today.

This is compared to the 4,000 plus forecasted boardings within our city limits at the proposed stations on the Cross Kirkland Corridor regardless of whether BRT or Light Rail was built. This plan does nothing to improve our commutes and little to integrate us into the regional transportation system which Kirkland has been paying taxes for since the 1990s.

Sound Transit, give Kirkland more for what we have been paying in taxes.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/04/2016

Comment Source
Email

Zip Code
98029

Comment

The Bellevue-Issaquah project description says the "In vehicle" travel time along this new 9+ mile light rail segment is 25 minutes. It's not clear to me. Is this the projected travel time in a light rail car? Is that correct? It will take 25 minutes to travel 9 miles? Does that include the provisional station stop?

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/04/2016	Email	98027

Comment

Dear Sound Transit:

While I generally am in favor of the idea of increasing transit in Puget Sound, I am totally against the plan to have this paid for by additional assessments of property taxes on homeowners. This is horribly unfair, especially when the vast majority of potential riders of ST3 assets will be living in multi-family housing units that have been created along the new right of ways and transit routes. Homeowners like me are continually paying levies that are already ear-marked for never-ending school bonds that by their continual existence have become a permanent tax. For example, in Issaquah, we are thinking of floating a \$100 million bond issue just to “fix” the traffic impacts that our regional partners have been allowed to create with their compliance under the Growth Management Act. And now add ST3?

I would very much like to vote in favor of ST3; however, if this is going to be another property tax I will vote NO and STRONGLY suggest that you work with Olympia to do the right thing, the correct thing, that the State of Washington has needed for the last twenty years – instigate an Income Tax that provides for the general welfare of both growing areas, like Puget Sound, and our State’s Constitutional requirement to properly fund public education. Get that done and I would be glad to pick up any “marginal” amounts as a Property Tax for shortages that are not covered by Olympia.

ST3 is a good idea and I don’t argue with the price tag – it’s a bill that has long been overdue and needs to be paid. But I STRONGLY DISAGREE with how it is going to be paid for if it’s on the backs of homeowners. We are not all “rich” just because we own a home and it is unfair to stick this bill to us simply because we have a home.

Thanks for listening.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/05/2016

Comment Source
Email

Zip Code

Comment

Your survey did not address my area of concern. Probably because they are pretty easily addressed within the existing infrastructure—mostly add more buses, make a few of them actual EXPRESS buses.

When I try to use public transportation to get to my job at Amazon (downtown -7th and Westlake) from Redmond (so, a pretty typical commute facing hundreds of people in my same situation), I am faced with the following hurdles:

Bear Creek Park and Ride lot fills very quickly.

If you want to actually get a seat on the bus, you typically have to get on the 545 by 6:45 am. I do not go out of RTC because the bus is full by the time it gets there.

Normally the morning commute at that time of morning is pretty hassle-free other than crowding.

Evening commute, getting on at 8th and Olive.

Bus is often full by the time it gets to my stop. In most cases the bus just drives by or I'm stuck standing for 45 minutes packed in like sardines.

Feels like 5-7 stops in Redmond alone, delaying my commute by 15 minutes at least.

My recommendations:

Dedicate a few buses each day during peak times to go straight from each park and ride in Redmond directly to Seattle...make them truly an EXPRESS bus.

Add more 545 routes from 4:45-6:45 pm headed east.

At this point, the hassle isn't worth it so I drive, even though I'd prefer to use the bus. I understand the point of taking public transportation is to face a little inconvenience for the greater good, but the evening commutes are just unworkable for my family.

I'd of course prefer LRT from Bear Creek to downtown, but that's just me. J

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date

04/05/2016

Comment Source

Email

Zip Code

Comment

Hello Sound Transit 3,

My name is Katherine Eng. I'm a Office of Student Legislative Affairs Municipality Intern at Bellevue College in that connects students with city services.

One of the main projects I'm working on is accessible transportation. Many of Bellevue College students commute to school via public transportation, driving, and biking.

I'm glad to see that Sound Transit has developed a plan to provide more routes and transportation throughout the Puget Sound area.

Does Sound Transit have any brochures or posters to educate students on the project?

Thank you

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/06/2016	Email	98033

Comment

Dear Board Members of Sound Transit,

THANK YOU for taking this opportunity to hear from the Residents in one of the Communities the ST3 / ST4 plan will negatively impact. Historically, many plans to "move people" look to be a solution while viewing them on paper. However, in reality, we sadly find they are not. These traffic projects can: be financially exorbitant, suffer from low ridership, seriously increase property taxes for those not benefitting, and be permanently destructive to the immediate communities involved.

We are blessed to live in a stunning Puget Sound area. Perhaps that is why there also appears to be a propensity to over develop areas like Kirkland to a degree not necessarily welcomed by those of us who reside here. The potential for financial gain can drive over population in a desired area, causing congestion and lower quality of life in multiple ways.

We desperately need stewards who act wisely.
As residents of Kirkland, we enjoy the CKC Trail every day.
PLEASE reconsider the proposed use of the CKC for Mass Transit.

There are amazing wetlands, environmental majesty, and a peace that exists in this North-South Kirkland greenbelt, for which we are all charged with stewardship. In the morning, as we walk the Trail, we can hear a stark contrast between the din of 405 traffic noise less than a mile away, and the songs of the bird communities just waking up.

Hundreds of us who are out on the TRAIL every day (from Kirkland and surrounding areas), desperately want you to recognize that this community resource, only just recently offered up to the public for use, has rapidly increased in support /usage. We appreciate this gift to the residents and visitors, and strive to preserve it for many generations to come. Most residents had no idea that the serenity was intended to be so brief...and are subsequently shocked and heart broken. Adding Mass Transit (and possibly 2 narrow pathways for walkers & bicyclists) is crushing.

The area is full of protected wetlands and reforestation by the City of Kirkland to enhance and preserve the area. It is phenomenal to us who live here, (the taxpayers/residents) that your traffic solution is to slash through this gem of greenbelted property with a potentially over priced, ineffective attempt to move the population. We believe this belongs on I-405.

We also believe this will lead to permanent, irreversible Environmental damage to the wetlands and adjacent public areas. IE: Carillon Woods Park ..."Clearly many people have had a hand in creating a green space that the entire city can be proud of and one that serves the needs of residents, visitors, birds, birders, dog-walkers, terrestrial critters, Lake Washington aquatic life, chalk artists, native plant geeks, photographers, and one bagpiper."...Kirkland Reporter News

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

The CKC travels through quiet neighborhoods and local commercial centers with hundreds of workers and residents including children. There are multiple Schools and aforementioned adjacent Public Parks. In that, we are most fortunate. But, there are also definite SAFETY ISSUES, and we are highly concerned.

Shouldn't you as a Board also strive to be Stewards of Protection to the residents of communities, as well as the environment in which we all live? Moving people is a serious problem, and a serious business. Is the business end of this getting more weight than it should?

Your Community in Question is telling you that focusing on more efficient ways to use the I-405 corridor would better suit the North-South traffic snarl than decimating miles of open green space and long standing family filled residential communities in the process.

In addition to the obvious Environmental interruptions and devastation, please consider that the co-existence of a large residential neighborhood + BRT/HCT + Transit Construction + Transit Noise + Required Lighting + Loss of Open Space + Danger to the Citizens of the Community simply is unacceptable to us when other options are available. ST3 / ST4 most certainly cannot be projects/proposals that simply "look good on paper". The negative impact is huge. Railroads, implemented decades ago, most certainly did not consider these factors in the placement of their routes. The "Right of Way" issue can be misguided and obsolete.

Once you take away an incredible greenspace resource such as the CKC, you cannot get it back. And those of us who have lived in this area for 40+ years have seen too much of that happen. We urge you to put your resources and energy into one of the two available I-405 Plans.

Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/07/2016	Email	98033

Comment

Thank you for the current plan's removal of the Eastside Rail Corridor as a transit corridor. Please remove from consideration permanently any proposals to introduce any transit modality on the former rail corridor. In my community, the City of Kirkland's administrators urge positions that are at odds with the residents' views - in fact, the Kirkland administrative agenda regarding the rail corridor is so contrary to the views of our Kirkland neighbors, it has the aroma of a hidden and likely financially driven agenda. Walk the Kirkland section to see that the "100 ft. easement" touted by the City of Kirkland is illusory - the corridor crosses multiple water courses , steep ravines and geographically challenging terrain that would require an unreasonably expensive and vast effort to "force" a usable transit corridor into place. Further, the corridor is generally a redundant route to the already existing I 405 route. We are at an inflection point in the preservation of the few remaining dedicated, non-motorized commuting route assets - once they're gone, they're gone. Each passing year will make the regional trails we have all the more precious. Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date

04/08/2016

Comment Source

Email

Zip Code

Comment

[Message originally sent to Boardmember Paul Roberts]

Hello Mr. Roberts!

1. Why is there no representative from the City of Bellevue on the Sound Transit Board?
2. What is Sound Transit's communication protocol that enables citizens within the transit authority's service area to address an inquiry (not a request for public records) to an individual or an organization within Sound Transit, and which provides for a reasonably timely response to the inquiry? For example, on 25 March 2016 I sent the following inquiry to Sound Transit's "main@soundtransit.org" email address:

Hi there!

Are there any updated cost estimates for the proposed ST3 projects recently approved by the Board? If so, are the estimates available in electronic format, and if so, how can I obtain a copy?

RSVP,

David Plummer

Bellevue, WA

I did not receive an answer to my inquiry, so sent a follow-up email on 31 March 2016; I did not receive any response to my follow-up. If you take the trouble to review the agency's web pages, you will not find any helpful information about how to address inquiries to Sound Transit, especially to any individual or organization within the agency.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/08/2016

Comment Source
Email

Zip Code

Comment

Please include all the projects in the final plan that connect Kenmore to the 145th Street Station in Shoreline!
Please also support the City of Shoreline in making improvements to SR 523 to get those busses there faster!
Thank you!

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date

04/10/2016

Comment Source

Email

Zip Code

Comment

Hello! I'm a resident of the Juanita neighborhood in Kirkland and a small business owner for a soon-to-be-open brewery and taproom on Highway 522 and the Burke Gilman Trail in Kenmore.

Improving the transit experience along the 522 corridor in the ST3 plan is very important to me and my business, specifically:

Bus Rapid Transit (BRT) on SR 522 and NE 145th Street

Additional 300 stall parking structures along SR 522 - one in Bothell, one in Kenmore, and one in Lake Forest Park - to provide access to BRT

Light Rail Study for future SR 522 light rail

Please be attentive to that as you move forward in planning and the ballot measure.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/11/2016

Comment Source
Email

Zip Code

Comment

Please approve the rapid bus transit along Hwy 522 and NE 145th so we can access light rail from Kenmore. Also, I urge you to include additional capacity for park 'n' ride along 522 and please look long range at the possibility of adding a rail link around the north-northeast end of Lake Washington. Thank you,

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/12/2016	Email	98005

Comment

To Whom It May Concern:

Attached is a document containing my questions and comments for ST3. Please let me know if you have follow-up questions or seek clarification.

Best Regards,

Attachment:

ST3 Comments

There is insufficient detail in key portions of ST3 to be able to make meaningful comments. Without more detail, I fear many will have no choice but to vote NO on ST3. More details are required to inform voters before a ballot measure can be considered. More coordination between Sound Transit and the King County ERC Regional Trail Project is needed before voters can make informed decisions on both ST3 routing and ERC trail development.

Below are specific questions I would like answered?

How does ST3, and the Eastside Rail Corridor (ERC) interface with: ? Wilburton Trestle? ? Wilburton Station on NE 8th? ? South Bellevue Park & Ride? ? Wilburton Park & Ride on SE 8th?

Wetlands, Sensitive Vegetation, Terrestrial Wildlife & Habitat, Waterfowl Habitat

The confluence of Mercer Slough with Richards Creek and Kelsey Creek is a sensitive wetlands area. How will ST3 interface with ERC, especially at the wetlands confluence of Kelsey Creek, Richards Creek, and Mercer Slough near SE 8th and the Wilburton Trestle?

Wetlands underneath the Wilburton Trestle and near the No. 7 Fire Station on SE 8th St. provide homes for waterfowl, bald eagles, abundant terrestrial wildlife, and delicate vegetation. This area is the confluence of Kelsey Creek, Richards Creek and Mercer Slough. This is a sensitive estuary with tributaries feeding into Lake Washington.

How is ST3 evaluating the environmental impacts to the confluence of the Kelsey Creek, Richards Creek, and Mercer Slough estuary vs. Mercer Slough further downstream where it crosses under I-90 and enters Lake Washington?

Steep Slope Retention

Retaining walls are complex and require appropriate drainage features. The Eastside region is vulnerable to possible ground ruptures and strong seismic activity.

<http://geomaps.wr.usgs.gov/pacnw/lifeline/map66kb.html>

Steep slopes on west side of the Woodridge neighborhood near I-405 sound wall present hazards, especially adequate soil retention during a significant earthquake, with the Seattle fault running nearby.

How is soil liquefaction taken into account, especially during earthquakes? How is the USGS "Lifelines" Map (map of geological/soils seismic hazards) taken into account for ST3 route alternatives?

Wilburton Trestle

Wilburton Trestle is the longest wooden railway trestle in the Pacific Northwest built in 1904 and is over 100 feet tall. It is eligible for listing on the National Register of Historic Places.

How will the treasured Wilburton Trestle be protected during ST3 construction as well as after?

How will ST3 and the ERC affect the No. 7 Fire Station north of Woodridge on SE 8th, directly east of the Wilburton Trestle?

How does the ERC interface with the ST3 proposed Concept Realignment (see link below)?

http://www.soundtransit.org/sites/default/files/E-03-SegB_BellevuetoIssaquah_FTemp.pdf

The ST3 Description is as follows: “Long Description: This project would build light rail from the East Link Wilburton Station in Bellevue to Central Issaquah (consistent with the Central Issaquah Plan). The project

would travel from Central Issaquah to the I-90 median. The elevated LRT guideway continues in the I-90 median to the vicinity of Lakemont Boulevard SE where it leaves the median to a station and park-and-ride

on the south side of the freeway. The guideway returns to the median and continues to the Eastgate Park-and-Ride, where it transitions to the north side of I-90 via an elevated structure (transitioning to at-grade). The representative station at Eastgate is at-grade along the southern side of the existing transit center, allowing the existing direct access ramps and 142nd Place SE structure to remain. West of the Eastgate Park-and-Ride, the LRT guideway travels along the north side of I-90. An elevated station on the north side of I-90 will be located near Richards Road SE to serve Factoria. The guideway continues along I-90 until it reaches I-405 where it turns north. The LRT guideway travels along the east side of I-405 to SE 8th Street. The guideway then transitions to the Eastside Rail Corridor on a new structure adjacent to and east of the historic Wilburton trestle. The guideway would interline with East Link where it joins the Eastside Rail Corridor. The Bellevue to Issaquah line would serve East Link’s planned Wilburton Station. North of the Wilburton Station and the turnout for East Link to Redmond, the project continues at-grade along the Eastside Rail Corridor right-of-way to East Link storage/yard lead tracks to provide for turn-backs. The project would also include improvements to pedestrian facilities on the 142nd

Place SE overpass at Eastgate.”

If the ST3 light rail train is running along the east side of I-405 (according language in the LRT Concept document above), how does that intersect with ERC EIS Figure 4-10, which shows the ERC running along the WEST side of I-405 (see figure below)?

What does the interface look like where the LRT guideway transitions to the East Rail Corridor? Where will this interface occur, north-south, along I-405? At what elevation grade? Will the transition from the west side of I-405 to the east side of I-405 occur where the former Wilburton Tunnel was?

ST3 Plans lack sufficient detail to provide meaningful comments. Please provide concrete details (aerial maps, diagrams, pictures, etc.) about the region between I-90 and NE 4th St. in Bellevue.

[image]

ST3 Interfaces Where are the ST3 interface plans with ERC, particularly around the Wilburton Station on NE 8th and the Wilburton Park & Ride on SE 8th? Where are the interface plans along SE 8th? How does the ST3 interface with I-405 widening plans, particularly between I-90 and north to SE 4th St. in Bellevue? What additional noise mitigation is being considered for light rail running along existing freeway sound walls?

Route Alternatives

Please consider the route maps below. The first map shows the current concept. The second map shows an improved alternative:

[image]

An improved option is to connect ST3 to ST2 at I-90 rather than go north and connect at Wilburton Station. The mitigations of crossing the Mercer Slough are easier and better than the mitigations of crossing the sensitive wetlands area at the confluence of Richards Creek, Kelsey Creek, and the Mercer Slough – a sensitive estuary at SE 8th, near the Wilburton Trestle. This area is a highly sensitive estuary – a confluence multiple watersheds that feed Lake Washington.

[image]

Area Near South Bellevue Park & Ride

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

For commuters between Issaquah and downtown Seattle, the "Improved Alternative Map" above reduces their commute by approximately 6 miles, avoiding looping up to Wilburton Station, changing trains, and looping back down to I-90. For commuters between Issaquah and Totem Lake, there is no appreciable increase in distance or commute time.

Before ST3 becomes a ballot measure in November 2016, more study is needed in the following areas:

1. The sensitive environmental wetlands area at the confluence of Mercer Slough, Richards Creek, and Kelsey Creek, near SE 8th St. and the Wilburton Trestle. This area is home to many waterfowl, bald eagles, significant terrestrial wildlife, and delicate vegetation. This is a sensitive estuary with a confluence of multiple watersheds feeding into Lake Washington.
2. The costs of routing ST3 up to Wilburton Station vs. connecting to ST2 in the area of South Bellevue Park & Ride. Land acquisition and sufficient parking development at the proposed Wilburton Station on NE 8th, which is prime real estate for commercial office space (downtown Bellevue), will likely be significantly more expensive than expanding parking at the existing South Bellevue Park & Ride site. Adequate parking and access to ST3 are crucial for successful ST3 ridership.
3. The extended commute times, which result in additional commuter costs and carbon emission environmental impacts, by routing ST3 up to Wilburton Station vs. connecting to ST2 in the area of South Bellevue Park & Ride.
4. The shorter development schedule, and resultant reduced costs, associated with connecting ST3 to ST2 in the area near the South Bellevue Park & Ride.
5. The ST3 and the ERC interfaces between I-90 and NE 4th, through Bellevue. The ERC Master Plan EIS is missing those interfaces. According to the ERC project manager, those details are missing from the ERC Master Plan, because Sound Transit has not released anything showing a sufficient level of detail to plan appropriate interfaces between the ERC and the ST3 through the section of Bellevue from I-90 to NE 4th St. More coordination between Sound Transit and the King County ERC Regional Trail Project is needed before voters can make informed decisions on both ST3 routing and ERC trail development.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/12/2016

Comment Source
Email

Zip Code

Comment

To whom it may concern,

I am in favor of the sound transit expansions but I believe there is a substantial failing in the proposed designs as part of the Sound Transit 3 proposition, specifically Canyon Park and North Bothell, a large area that is being ignored. Under the proposed Sound Transit 3 the East Side light rail would not travel north up the 405 corridor similar to the "North Link" heading to Alderwood P&R.

As a resident in North Bothell transit options are woefully lacking and this area has seen substantial housing growth over the last 10 years, and is expected to continue for another 10 years. The transit infrastructure in this region has not improved to accommodate this increase in population. The Park and ride at canyon park has not seen any improvements in space in the last 15 years and as a result many people are forced away who would otherwise use this transit center. The pedestrian bridge that was built in the early 2000s was a great improvement to service but customers are still undeserved in this region.

I would propose that as part of the sound transit 3 improvements that a parking structure be added to this site which would greatly improve the capacity (less than 300 spots is useless after 6:30 am) and add the rider capacity that would warrant an east side equivalent of the North link. A light rail that ran up the 405 corridor could meet up with the Alderwood P&R line, travel down 405 with stops at Canyon Park, UW bothell(?), 160th st, 128th, 116th(?), and connect with the East link in down town Bellevue. The addition of this line would create a complete loop that riders could take to go into Bellevue, Seattle, Boeing, Everett, Tacoma, Sea-Tac, Redmond/Mircrosoft, Sporting events, etc. There is a great opportunity with the addition of this line.

The current proposed Rapid Transit bus from Alderwood P&R to Bellevue suffers from the fact there is no direct connection from the Alderwood P&R and 405. As a result busses are required to spend 10-30 min in Lynnwood Traffic before they even reach 405, at which point they become mired in the traffic backups that form when they have to exit the freeway and get back on.

I believe that an east side light rail is the best future option for mass transit in the greater Puget Sound region as it aligns with a sustainable future and does not rely on road conditions, or road investments to provide capacity. I also believe that more parking needs to be provided so that more people can take advantage of the Sound Transit 3 improvements. Regardless of a light rail system, if riders cannot access the system, they will not ride.

I am open to feedback and would like to know what I can do to help improve transit, and provide a better future for everyone.

Respectfully,

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/12/2016	Email	98008

Comment

I'm 100% for it.

It's about the time that the Greater Seattle Area should develop reliable public transportation network, especially light rail (train, mono-rail, and/or subway). It will grant reasonable transportation for all, save energy, and help minimize the surface road congestions.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/12/2016

Comment Source
Email

Zip Code
98052

Comment

We need light rail (not more buses) all along the north-sound of the eastside, from 405 between Tukwila and Bothell/Woodinville. Spend the money on light rail, not more buses along that corridor.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/12/2016

Comment Source
Email

Zip Code

Comment

Thank you for your time serving on the Sound Transit Board and including these projects in the draft ST3 package.

Bus Rapid Transit (BRT) on SR 522 and NE 145th St.

Additional parking structures along SR 522 to provide access to BRT

Light Rail Study for future SR 522 light rail

I support keeping all three of these projects in the final package. I have lived in Kenmore for 23 years and these projects are important to my family because we want Kenmore to thrive as an educated, healthy, gainfully employed community.

The SR522 / NE 145th St corridor is very important to this region. With the increase in Puget Sound population the I-90 and SR520 corridors cannot handle the demand; the obvious solution for those in the north end of Lake Washington is to use SR522/NE 145th. In your entire careers have you seen the city governments of five neighboring cities agree on anything? This corridor is so important that the city governments from Woodinville, Bothell, Kenmore, Lake Forest Park, and Shoreline have publicly met and endorsed these projects.

There is no point in investing in a transit corridor unless you provide parking and bike lockers for the riders. Parking and bike lockers along SR522 are CRITICAL. Check out your own data for proof of this in the King County Metro Transit Park-and-Ride Utilization Report, Fourth Quarter 2015, 2014 and 2013. In all three of these reports the Kenmore P & R is listed as a "high-utilization permanent lot" with a usage of 99%-102% and the Kenmore Community Church is a "high-utilization leased lot" with a usage of 109%-104%. If your thinking cars will spill over into adjacent P & R lots check the 2015 report and note that of the 13 permanent and 11 leased lots in the North District 10 of the permanent and 6 of the leased lots are considered to be at "high-utilization".

A future light rail study is important; we can't just sit back and think the region will not grow. Once the light rail spines are built along I-5 and I-405 the next logical step is to connect them along the North end of Lake Washington.

The city of Bothell and Kenmore have already invested many dollars into transit along SR522 by adding dedicated bus lanes. It would be in the best interest of taxpayers to use this investment and build on it by quickly implementing the SR522/NE145th BRT project.

These projects are needed NOW and I will advocate for the ballot measure if these are included.

Thank you for your time!

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/12/2016

Comment Source
Email

Zip Code

Comment

I am in favor of soundtransit 3 but would like to see the Issaquah line delivered much sooner. I also want to advocate for a station on Lakemont Boulevard that would serve Cougar Mountain and West Lake Sammamish Drive neighborhoods. Thanks.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98033

Comment

Dear Sound Transit,
The Sound Transit 3 Draft Plan is rad, man. But ya gotta increase investments in biking and walking! Keeping my carbon footprint down requires me biking, walking, and taking transit, and I don't want to get injured doing that!
So how about you spend at least \$500 million dollars making biking, biking, biking, and walking even safer and more useful?
Sincerely

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/13/2016

Comment Source
Email

Zip Code
98004

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in Park & Ride lots. To date its investment in this infrastructure item has been totally inadequate. By way of example, both the South Bellevue and Mercer Island Park & Ride lots are typically full by 08:00 on weekdays. There should also be multi-story Park & Ride lots in key areas of the City of Seattle in order to encourage additional light rail use.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98006

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that my family and I can safely and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, both existing and those to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Charging for parking and using the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations; it supports healthy, equitable communities; and, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Best Regards,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98006

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

If it's too hard for people to walk, bike, or take transit, they'll continue to drive their personal vehicles. This is bad for the environment, bad for quality of life in the Puget Sound region, and bad for those individuals' health.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98033

Comment

To Whom it may concern:

- Do not put any High Capacity Transit on the CKC Trail
- Remove the environmental study between Bellevue and Bothell via the CKC Trail
- Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride
- If all of these are not removed, I will actively work to defeat ST3 in November

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/13/2016

Comment Source
Email

Zip Code
98072

Comment

Hey Sound Transit,

I really look forward to the day where we have a public transit system I actually want to use. I use the current "bus option only" system almost never, opting instead for a bike or car.

Light rail is something I'm really waiting to use a lot. I've not heard much about light rail's ability to transport both me and my bike. From what I've read, some infrastructure to support intermodal travel on and off the light rail system (other than cars!) is sorely needed. think how much better life would be if the areas around light rail stations were not choked with cars!

Sincerely,

[name]

North Seattle

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/13/2016

Comment Source
Email

Zip Code

Comment

Yes to Bus Rapid Transit on I-405;
No to Environmental study on the Trail, instead please engage in a study of potential rail on I-405;
No to Mass Transit from Bellevue Wilburton Station to S. Kirkland P&R; and
No to High Capacity Transit on the Cross Kirkland Trail.
Homeowner and Kirkland City Resident.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/14/2016	Email	98005

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I am a regular bicycle commuter from Bellevue to Seattle. In the winter I commute by bicycle 1-2 days a week and in the summer it is 3-4 days per week.

I use mass transit almost every day. I either drive to a park & ride or bicycle to a park and ride.

I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/14/2016	Email	98006

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

A very important step for east-side commuters is to implement bus routes that run the length of the I-405 corridor, from SeaTac to Lynnwood. The current situation, in which riders must transfer at the Bellevue transit station is a major disincentive to bicycle commuting, and there is very heavy utilization of I-405 both directions during commute hours.

Please consider that for a cyclist like me, commuting from south of I-90 to Canyon Park, riding to a P&R, riding a bus to Canyon Park, then riding from the Canyon Park P&R to my work location would be a highly attractive option for routine commuting. But, if I have to transfer my bike between buses, when there may or may not be a bike space available, and transfer may or may not be facile, the bus commute becomes entirely impractical. I believe that there is a very large number of commuters to whom this scenario applies.

Also I note that none of the transit plans include light rail between Bellevue (I-90) and Southcenter, despite the fact that this is a very heavily traveled route with heavy daily congestion on the freeway. If light rail completely ignores south Bellevue/Renton, there should be very heavy bus service in the area.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date

04/14/2016

Comment Source

Email

Zip Code

98006

Comment

Dear Sound Transit,

We (three cyclists in this household) urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that we can safely and easily get to affordable transit, especially in inclement conditions.

The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station.

In the final Sound Transit 3 package, the total walking and biking investments could increase to \$500 million dollars by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or future structures.
- Increasing non-motorized access allowances (points of egress as well as spacious corridors and lifts/ramps) in individual projects.
- Making parking more efficient by pricing parking and using a portion of those revenues to fund improvements for biking and walking into and around the station area.

Increased biking and walking investments helps Sound Transit 3 support Transit Oriented Development and affordable housing around stations. It supports healthy, equitable communities. And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound. It literally 'gets more people moving.'

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/14/2016

Comment Source
Email

Zip Code

Comment

Hello,

I am very distressed that you are not including Woodinville in your transit plans. Mostly, light rail. You are bypassing this whole area while going to Everett.

Do you realize how MANY people travel thru Woodinville from Duvall, Monroe, and other outlying areas along with the many people in Woodinville itself that would be left without this choice?

I plead with you to add Woodinville in your plans for light rail, rapid transit.

Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date

04/14/2016

Comment Source

Email

Zip Code

Comment

I want to make known my concern for adequate mass transit in the Seattle area. I live in Issaquah and am a 75-year-old widow. I am still able to drive, but many times wish I had easy access to fast and easy mass transit. It will not be many years until I am dependent on mass transit and right now I see my older friends struggling to manage their transit needs. My health care is Group Health, with many specialties in Bellevue or downtown Seattle. For now, I drive, but I wish I didn't have to join the masses of people trying to get to work on the freeways. They would probably be riding light rail if possible, too. Please do everything you can to bring the Seattle area into the 21st century with regards to mass transit.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date

04/15/2016

Comment Source

Email

Zip Code

Comment

I didn't add comments to my submitted survey. But after missing my bus a few times since then, I realized I needed to:

I have to drive every morning from Mirrormont to the Issaquah TC to pick up the 556. The time to get to that TC is utterly unpredictable as traffic can choke down at any of several points along the way to get there. Because busses are 30min or more apart during the brief window they run in the morning, more than once I've missed my connection by 1 min or so, leaving me with a dilemma: wait for 30+ min to take a 30+ min ride to downtown Bellevue (making it an hour + more to get to the office) or drive 7 min. and be there. I think you can understand that on those days I drive, and those days are far too often.

My request is that you get the busses to be 15 min apart (or less). That would reduce my stress getting to the TC and the math for not driving in favor of mass transit rather than putting me and my car on the road.

Thanks for adding this to your considerations.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date

04/18/2016

Comment Source

Email

Zip Code

Comment

Your Kirkland residents are appalled at the draft letter proposed for submittal to Sound Transit Board of Directors concerning ST3. This letter has no public support, which will become very evident to the city council at the next election.

The use of the CKC for rapid transit of any kind is neither economically viable nor environmentally responsible, as unbiased studies have proven. The Kirkland community is founded on a family-friendly, outdoor and active lifestyle supported by natural amenities such as the CKC. Any proposal to make this a high transit artery is ludicrous and goes against every principle upon which this community is based. This draft letter should NOT be approved in any form.

Your highly educated and motivated Kirkland constituents are prepared to execute all legal powers at their disposal to ensure that the CKC "light rail with flexibility" option is not included in any ST3 Draft System plan, or the ST3 plan will be unequivocally defeated at the November ballot.

Sincerely yours,

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/18/2016	ST3 Web Form	98033

Comment

You are so out of touch are you kidding we would be over \$600 a year forever and basically we will be getting construction hell forever and projects will not get finished and you will be coming back for another \$600 a year in 5 years. It never ends. Sound Transit is one of the poorest run government agencies ever. This will not solve congestion it will create more. You can't build a bridge without continuously raising the prices and you certainly can't drill a tunnel and stay in budget. No one should vote for this. Only the ones that will vote for this are the ones that can't do math and are too stupid to really understand how much it is going too cost them and understand that he will not solve the commuting problems. JUST VOTE NO

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98011

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Please bring light rail all the way up the i5 corridor. Do not put in toll roads!!!! Add more bus lines you need buses going every every 15 minutes including Everett to Bothell. If you want to be competitive and used eliminate transfers! Also buses and transit should run late into the night until 2-3 am so that people that are out at night can take buses too.

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan:

ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly.

Investigate using county and city bond financing capacity to accelerate design and construction.

Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.

Free parking at rail stations is not sustainable, and the amount of parking proposed to be built takes too much money away from transit system expansion. Sound Transit must charge for the parking it provides at the stations, and use the revenue to fund improvements for local bus, biking, and walking near the station area.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5.

Thank you for making the ST3 plan more sustainable for the region.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98021

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan:

I have devised, and patented a system for the Seattle area, and beyond, which would greatly improve transit, and use of my system.

I had proposed this to Olympia a number of years ago, and they loved it, citing it would not require taking any additional land in order to create the system I came up with.

My PLAN is to have a light rail system run from way up north, right down the center of the freeway, on an elevated platform. There would be stations for ingress, and egress onto a platform for passengers, who would walk over a walkway to all the Park-N-Ride lots. This would allow a bus connection at the Park-N-Rides, plus would allow bicycle use as well. Bicycles could be taken from private vehicles, over the elevated walkway, and brought on the rail cars, and be placed in a rail car for transport to be used on the other end as transport, or connect to bus transit. This system would not only be functional for work, and weekend transport, but would continue on down to the airport for travelers to catch their flights. The SYSTEM could run from way up north, all the way down to SeaTac Airport.

Olympia loved my idea, but I was never contacted for my drawings of the PLAN.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98034

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

I urge the Sound Transit Board to STOP PLANS to put RISKY rail lines on the I-90 Floating Bridge. Such an UNPROVEN and UNTESTED gamble would surely result in another disaster !! Instead ELECTRIC bus lines across the bridge should connect with existing north-south routes on the East and West sides of the Lake.

Emphasize PRACTICAL projects, routes and station locations that encourage compact walkable communities around them. Projects with high ridership and cost effectiveness per new rider need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, several changes need to be made to improve environmental benefits of the projects and help make Transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan :

ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly.

Investigate using county and city bond financing capacity to accelerate design and construction.

Free parking at rail stations is not sustainable, and the amount of parking proposed to be built takes too much money away from Transit system expansion. Sound Transit must CHARGE for parking it provides at the stations, and use revenues to fund improvements for local buses, biking and walking near the station area.

Accelerate development of an ELECTRIC bus line to connect to Bellevue and Kirkland should be part of ST3 planning. NO Light Rail on our indispensable and critical bridge !!

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College to serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in Valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5.

Thank you for making the ST3 plan more sustainable for the region.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98034

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan:

ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly. Investigate using county and city bond financing capacity to accelerate design and construction.

Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5. Thank you for making the ST3 plan more sustainable for the region.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98052

Comment

Dear Sound Transit Board,

Dear Sound Transit Board member:

We need more stations now, not years in the future, especially on the Eastside.

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walk-able communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan:

ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly.

Investigate using county and city bond financing capacity to accelerate design and construction.

Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5. Thank you for making the ST3 plan more sustainable for the region.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98053

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. In order to increase light rail usage, free large parking garages need to be built near major stations. If someone cannot park near a station, that is someone who will simply drive instead of using light rail.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98058

Comment

Dear Sound Transit Board,
Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan: Please consider light rail from Tukwila to Renton to Bellvue along the old rail corridor along the east side of Lake Washington. Here is an existing rail right of way that is ignored. Along the most congested 405 corridor. This should be a priority.

Your projected opening dates are ridiculous, please speed up the construction dates. So disappointing. Just build it!

ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly. Investigate using county and city bond financing capacity to accelerate design and construction.

Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.

Free parking at rail stations is not sustainable, and the amount of parking proposed to be built takes too much money away from transit system expansion. Sound Transit must charge for the parking it provides at the stations, and use the revenue to fund improvements for local bus, biking, and walking near the station area.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5.

Thank you for making the ST3 plan more sustainable for the region.

Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98072

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan: ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly. Investigate using county and city bond financing capacity to accelerate design and construction.

Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.

Free parking at rail stations is not sustainable, and the amount of parking proposed to be built takes too much money away from transit system expansion. Sound Transit must charge for the parking it provides at the stations, and use the revenue to fund improvements for local bus, biking, and walking near the station area.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5. Improve connections on the Eastern side of Lake Washington so commuters can connect between Woodinville and Renton. Highway 405 is completely inadequate for residents who live on the East side and work on the East side. Not everyone Works in Seattle.

Thank you for making the ST3 plan more sustainable for the region.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/19/2016

Comment Source
Email

Zip Code
98074

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I commute to work by bike frequently year round and almost exclusively in summer. I would love to see biking access to transit considered throughout the planning process.

I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.

- Increasing non-motorized access allowances in individual projects.

- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/20/2016	Email	98028

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan:

Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail. Build the Graham Street infill station as soon as possible.

ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly.

Investigate using county and city bond financing capacity to accelerate design and construction.

Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.

Free parking at rail stations is not sustainable, and the amount of parking proposed to be built takes too much money away from transit system expansion. Sound Transit must charge for the parking it provides at the stations, and use the revenue to fund improvements for local bus, biking, and walking near the station area.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5.

Thank you for making the ST3 plan more sustainable for the region.

Sincerely,

[name]

Comment Date
04/20/2016

Comment Source
Email

Zip Code

Comment

I am a strong supporter of good public transportation and applaud the spirit of the ST3 proposal now seeing daylight, in spite of reservations concerning the long time line required to achieve it. My concern about the time line issue centers on the fear that population and need growth is faster than the ST schedule so that a quarter century hence, we will be no better off than we are today.

If I may, I would like to offer a few comments on the ST3 proposal.

1. Issaquah.

I am very keen on design issues that maximize the convenience of using Link trains for the travelling public. To that end, I would suggest thinking a little harder about the proposed Issaquah line.

The current design seems to bring riders in to the downtown Bellevue station for transfer to Seattle.

That seems to take riders who want to go to Seattle out of their way and make for a longer ride. This situation could be improved by having South Bellevue be the transfer station that is much closer to the I-90 corridor than downtown Bellevue.

A significant advantage to using South Bellevue is that the platform there is between the tracks so that a rider from Issaquah going to Seattle has only to step across the platform to catch a South bound (Eastlink) train to Seattle. Such a transfer in downtown Bellevue would entail riders exiting the North bound platform, climbing stairs (or elevator) to bridge the tracks, and descending more stairs to the South bound platform to catch the train from Redmond to Seattle. With a transfer in South Bellevue, the time and effort associated with transfer would be reduced.

It may well be that Sound Transit will have learned that center platform transfers may be a good idea from the experience at the International District station where, by then, Eastlink train passengers from Bellevue and Redmond headed South (to the airport, probably with luggage) will have dealt with a similar nightmare. In current designs, the ID station will not have a center platform, even though there is plenty of room for one. The argument made by ST staff is that the cost associated with stairs and elevator(s?) to a center platform precludes this option. These means are supposedly necessary in case of emergency. What seems absurd is that for such emergency, much less costly ways to evacuate passengers are available. The question is whether ST staff is clever enough to come up with the means to implement something reasonable.

2. South Kirkland

The South Kirkland P&R facility is now operational and is very close to the former BNSF rail line and very close to the North end of the maintenance facility to be built on the Eastside. Would it not make sense to carry the rail line to the P&R and give that part of Eastside residences a practical access to Link?

3. Kirkland

The ST3 proposal is to build a BRT along I-405. The major failing of that approach is that there is no good connection to either the South Kirkland P&R facility, nor to cross lake routes along SR-520. The connection to downtown Kirkland also seems awkward and not likely to win riders to and from the residents or businesses there.

The alternative under study (as I understand it) is a BRT line along the Cross Kirkland Corridor (CKC). I have observed and heard the voices of opponents of this idea as well as those of the Kirkland City Council and am left with the following comments. ST is well justified for looking at the CKC for linking large parts of the city to the larger system. Further, the idea of sharing the right-of-way (ROW) seems workable and appropriate to me. I assume that ST's proposal to run a BRT (rather than a Link line) on the ROW stems from the an analysis that ridership would be "thin." If the demand does not actually

justify a double track line along the ROW, then it seems to me that a (less expensive and later doubtable) single track might be a reasonable approach. With single track line (with turnouts at stations) more of the green space would be preserved for now and might thus be acceptable to local residents who adjoin the ROW. Furthermore, the technology of running a single track line for this purpose is successfully practiced elsewhere in the world and certainly is practiced by today's American freight railroads. The chief advantage of using track through Kirkland via the CKC is that a seamless connection to the system is created. From my study of the ST3 proposal, this could be the other end of the line from Issaquah.

Whatever happens, downtown Kirkland will have to continue to rely on buses on congested streets to move people in and out.

4. Woodinville

"Thin" demand might rule out rail service to Woodinville at this stage, but the ROW to this city exists now and a low cost single track service could serve that city well.

5. The Survey

I find that the survey ST asked to take regarding the ST3 proposal is offensive and absurd. How can anyone individual judge whether an improvement in one part of the system is better than another in another part of the city or county where the respondent might never venture to travel. Only a system-wide approach to need assessment will yield a good system design. Altruism just goes so far.

6. Present day operations

While I have the podium, I would like to comment on the system as it is currently operated. It seems that someone in the ST organization is in love with electronic signage on the front of trains and inside the train that slides the words along the displays. The "sliding" is necessary because the phrases are too long. The result is that looking for destination or next stop information is a process longer than necessary. A glance will not necessarily yield the desired information.

One approach might be to shorten the display by avoiding the use of the word "station" altogether. Everybody knows that the trains (and ST buses) go from station to station and stop only at stations. The word "station" in the destination sign on the front of a train or the next stop sign in the train is utterly superfluous. So instead of rolling "SeaTac Airport Station" along the display, fix the display to show just the words "SeaTac Airport", or "Westlake", or "U of Washington." Some of these phrases may have to be abbreviated and since Seattle people are naturally quite clever, we can figure it out.

A quick glance at the sign ought to convey the information sought. This is the approach used by every other transit system in the world!

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/20/2016	ST3 Web Form	98007

Comment

Question:

What are the tentative 'start' and 'Completion' dates for each of the projects included in the Draft Plan?

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/20/2016

Comment Source
ST3 Web Form

Zip Code

Comment

Why are there no plans to connect the Covington, Maple Valley, Black Diamond area to mass transit? There is literally one or two Metro bus routes that run through the town, neither of which directly take riders to Auburn/Kent/Tukwila transit centers. Why should our community pay \$400+ a year per household for a system that in no way serves our community? Our money would be better spent dealing with local issues that directly benefit our communities.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/21/2016

Comment Source
Email

Zip Code

Comment

I live in Sammamish and hear that when the LINK arrives in Bellevue, I no longer will be able to take bus directly to down town. Sounds like that will make for a longer trip....and for this I will be paying more money? Right now as it is, I can only walk to and use my South Sammamish Park and Ride only if I plan on staying downtown all day. But when I have a several hour appointment, I end up down at the Issaquah Transit Center. And 25 years for the Link in Issaquah and I will probably be dead! Can't you come up for some other solutions in my lifetime to justify the extra money for a system I will never be able to use?

Thanks!

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/25/2016	Email	98028

Comment

Dear friends in Sound Transit –

I would like to add my idea that could make better and more public transportation network.

The county will make 25~30 ft high strong T-shape stands in the center of major highways. On both sides of horizontal bars a pair of single rails will be placed all the way from the one end to the other end.

On the both rails a number of carriages capable to carry 20~30 passengers/carriage are placed. Each carriage will move about 25~30 miles /hour. Since there is no traffic congestion, each will run at a constant speed.

There will be a number of stops made in a certain interval say a half mile(?) or less. Since the route are made above the highway, making stops will need engineers' good idea. Each stop would be a 20~30ft long platform extended from one side of bridges at a certain interval and also at public parking lots.

It seems that there would be very difficult to increase more traffics on the busy roads. There would be two ways to do so. One would be to make subways which will be very expensive. One realistic one will be to use the open space above the roads.

[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/25/2016	Email	98040

Comment

Dear Sound Transit Board,

EV buses are the answer to efficient mass transit. The state of the art electric buses are less costly than light rail trains to purchase and maintain; EV buses have a greater positive impact on the environment than light rail; can easily increase capacity (with additional routes, additional buses, and where needed buses joined together forming bus trains); and roadways for bus can be built to bypass conventional vehicular traffic for less money in a small fraction of the time than is required to construct surfaces that accommodate rail tracks and trains . In summary creating an EV bus system would cost substantially less and require shorter construction time than light rail. Importantly it would also allow greater flexibility to alter and build additional routes that actually get people to where they ultimately need to go. The EV bus alternative needs to be examined and evaluated by open minded critically thinking transit planners as well as those who parcel out the transportation billions. Are there any around the area?

Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/25/2016

Comment Source
Email

Zip Code

Comment

Hi there!

When will the 'planning schedules' (start and complete dates, etc.) be available for each of the ST3 Draft-Plan projects?

RSVP,

[name]

Bellevue, WA

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/25/2016

Comment Source
Email

Zip Code

Comment

I live in North Kirkland near the trail and have enjoyed many walks on it. There are other walkers, there are bikes, there are joggers, all in a pristine natural environment. And most of all quiet. No industrial noises near by. I cannot imagine this being a desirable spot to spend some time in nature when the trail has been widened and runs next to a street where a bus runs by every 10 minutes or so with its noise, with its exhaust and disruption. I will no longer walk there, or run there or bike there. It will be like walking, biking or running on the street. How sad to think that Kirkland or the Transit Board, rather than protecting its special environment as a great town to live in, are already thinking to make this recently acquired treasure of a trail into just another street.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date

04/25/2016

Comment Source

Email

Zip Code

Comment

Please leave the trail from Bellevue to South Kirkland Park alone. There are so many people I see enjoying the trail. I am one who LOVES the trail and use it all the time. I have lived next to the trail for almost nine years. When I bought my condo. there was the train that ran on the trail. After that they have improved the trail twice and it is a great place for people riding their bikes, walking the dog, walking with a group of friends, moms who put their babies in their strollersThere are so many birds and animals that WILL be affected. Please leave the trail as it is ist is LOVED by so many. I even get with my neighbors and we walk on the trail and if they aren't around I walk by myself.
Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/25/2016	ST3 Web Form	98033

Comment

I strongly support mass transit projects (in this case, Light Rail). But, unless your plans are revised to include Light Rail in the I-405 corridor, I'm going to vote NO in November. Light Rail is intended to reduce auto traffic in our freeways. We have 2 major freeways in the North-South direction, one in each side of Lake Washington, I-5 and I-405. Yet, your plan brings Light Rail only to one side of the lake along the I-5 corridor. Why not along the I-405 corridor? In Kirkland, with no right rail in your plan, you're asking us to pay the same in taxes as the people who will benefit from Light Rail from Tacoma to Everett? Your response will be, "But you will have bus service". Please accept the fact that bus service is not the same thing as Light rail. From Bellevue to Woodinville Sound Transit can use the existing path of railroad tracks and Cross Kirkland trail to lower the cost of providing Light Rail in Kirkland. Hundreds of thousands of people live between Renton and Bothell and they deserve to have light rail as much as people in Redmond or West Seattle.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/26/2016

Comment Source
Email

Zip Code

Comment

I've recently begun driving (from east of Enumclaw) to the Federal Way transit center and bus-committing two days a week into downtown Seattle. I will say I'm impressed both by the ST express bus service and the downtown Rapid Ride service (as well as the transit center parking and layout). I'm more in favor of rail long-term, because there's no such thing as an express bus if the freeway is gridlocked... but any efforts to bring this level of service farther out of the "core" — including to Tacoma, along I-405, and better light rail schedules and capacity along the corridor — will be a huge step in the right direction.

Thanks!

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/27/2016

Comment Source
Email

Zip Code
98008

Comment

Dear Sound Transit,

My name is [name], and I've lived in Bellevue for over ten years now.

I started using my bike as my main form of transportation because driving insurance as a young male is out of my budget, and over the years, I am glad to see transportation options improve for bikers.

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I strongly support the expansion of light rail across the region and want the Sound Transit Board to increase investments in biking and walking so that I can safely, affordably and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million. You can make this possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.
- Requiring parking studies of all new parking facilities before they are built and allow flexibility to use parking investments to be used for improving access via biking and walking.

Increasing biking and walking investments will help Sound Transit 3 get more people moving — ensuring success of Sound Transit by making it easier for more people to access bus stops and light rail stations.

Increasing bicycling and walking connections supports transit oriented development and affordable housing around stations; it supports healthy, equitable communities; and it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound region.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/27/2016	Email	98011

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I strongly support the expansion of light rail across the region and want the Sound Transit Board to increase investments in biking and walking so that I can safely, affordably and easily get to transit.

Consider investments to improve walking and biking access to ST3 to further leverage this project!

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million. You can make this possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.
- Requiring parking studies of all new parking facilities before they are built and allow flexibility to use parking investments to be used for improving access via biking and walking.

Increasing biking and walking investments will help Sound Transit 3 get more people moving — ensuring success of Sound Transit by making it easier for more people to access bus stops and light rail stations.

Increasing bicycling and walking connections supports transit oriented development and affordable housing around stations; it supports healthy, equitable communities; and it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound region.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/27/2016	Email	98011

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I strongly support the expansion of light rail across the region and want the Sound Transit Board to increase investments in biking and walking so that I can safely, affordably and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million. You can make this possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.
- Requiring parking studies of all new parking facilities before they are built and allow flexibility to use parking investments to be used for improving access via biking and walking.

Continue with design considerations for how riders with their bikes can navigate the transit system including getting through surrounding streets to the stations, getting in and out of underground stations, and riding with their bikes on the transit cars.

Increasing biking and walking investments will help Sound Transit 3 get more people moving — ensuring success of Sound Transit by making it easier for more people to access bus stops and light rail stations.

Increasing bicycling and walking connections supports transit oriented development and affordable housing around stations; it supports healthy, equitable communities; and it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound region.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/27/2016	Email	98021

Comment

Please, please, please fund infrastructure that makes it safer for children, adults, and the elderly to walk or cycle in our neighborhoods, from home to public transit that does not cost an arm and a leg.

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I strongly support the expansion of light rail across the region and want the Sound Transit Board to increase investments in biking and walking so that I can safely, affordably and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million. You can make this possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.
- Requiring parking studies of all new parking facilities before they are built and allow flexibility to use parking investments to be used for improving access via biking and walking.

Increasing biking and walking investments will help Sound Transit 3 get more people moving — ensuring success of Sound Transit by making it easier for more people to access bus stops and light rail stations.

Increasing bicycling and walking connections supports transit oriented development and affordable housing around stations; it supports healthy, equitable communities; and it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound region.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/27/2016

Comment Source
Email

Zip Code
98056

Comment

Dear Sound Transit,

As a bike commuter I'm always worried about bike accessibility for transit. Bike + bus is a strong partnership for getting around seattle and especially from the east side. I'd encourage you to consider CBC's proposal:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I strongly support the expansion of light rail across the region and want the Sound Transit Board to increase investments in biking and walking so that I can safely, affordably and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million. You can make this possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.
- Requiring parking studies of all new parking facilities before they are built and allow flexibility to use parking investments to be used for improving access via biking and walking.

Increasing biking and walking investments will help Sound Transit 3 get more people moving — ensuring success of Sound Transit by making it easier for more people to access bus stops and light rail stations.

Increasing bicycling and walking connections supports transit oriented development and affordable housing around stations; it supports healthy, equitable communities; and it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound region.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/27/2016	Email	98075

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I strongly support the expansion of light rail across the region and want the Sound Transit Board to increase investments in biking and walking so that I can safely, affordably and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million. You can make this possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments will help Sound Transit 3 get more people moving — ensuring success of Sound Transit by making it easier for more people to access bus stops and light rail stations.

Increasing bicycling and walking connections supports transit oriented development and affordable housing around stations; it supports healthy, equitable communities; and it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound region.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/27/2016	Email	98077

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I strongly support the expansion of light rail across the region and want the Sound Transit Board to increase investments in biking and walking so that I can safely, affordably and easily get to transit.

You should do this in small steps that provide immediate benefit. Retain existing rail right of ways and convert them to light rail, not neighborhood trails. Acquire nearby parking.

Convert/purchase open buses that take cyclist commuters up hills, i.e. capital hill and queen ann hill in seattle. Buses will have bike racks and minimal seating - only for elderly and young. Everyone aboard must be with a bicycle/tricycle. Majority of passengers will stay standing and hang on. Think san Francisco cable cars. No need to undress, they're cycling afterall. Just take riders up hills to higher elevation.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date

04/27/2016

Comment Source

Email

Zip Code

Comment

Sound Transit,

Please help us reduce over crowding & gridlock on our local 2 lane roads by using the Corridor to connect to Redmond/Bellevue/Issaquah transit.

I know you hear organized "save our corridor" voices. However, the majority of our residents, commuting workers & the environment would be much better served by using the Corridor for ALL. We need to get folks out of their car's.

Clearly, a multiple use Corridor, the original vision, is the best use and the benefit will last decades.

As a user of your transit options my wife and I, both, appreciate Sound Transit and your fine employees.

Thank you for considering our view on this.

Best Regards,

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date

04/27/2016

Comment Source

Email

Zip Code

Comment

Greetings –

While the Kirkland mayor and city council seem to very much want bus rapid transit and/or light rail on the Cross Kirkland Corridor, I am writing to you to voice my strong opposition to this plan.

As currently proposed, I support bus rapid transit on I-405, and would vote for a ST3 measure that locked on that plan.

The Cross Kirkland Corridor is a community treasure. My wife and I frequently walk it with our kids (5, 2, and 1 month!), and we all love the open space, views, and safety of the trail. If CKC transit is included in ST3, I will vehemently oppose the measure.

Thank you for your time!

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date 04/27/2016	Public Meeting Comment Form	98005
Comment Source	Zip Code	

Comment

Why is there no sunset to the taxes collected by ST3? How is it fiscally responsible to collect \$50 billion dollars at a cost of almost \$1 billion dollars per mile proposed?
How is it responsible to spend 70% of ST's budget on light rail when 10% of it is spent on BRT & ST Buses carries far more riders than light rail?

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98007
04/27/2016	Form	
Comment Source	Zip Code	

Comment

I'm skeptical of the 405 BRT Project. If you look at station spending alone, it doesn't seem like a real alternative to rail.

Also, I would like to see a lot more investment in P&R capacity, particularly early in the project. You don't have to wait for the rail to build the P&R. It would be a great way to give the I-90 corridor something that doesn't take 25 years to deliver.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98007
04/27/2016	Form	
Comment Source	Zip Code	

Comment

Great plans! Please consider all choices of both mass transit and the new proposed I-605 freeway/turnpike just east of I-405. The new I-605 shall be built underground to increase traffic flow and save neighborhoods. New interstates help protect pedestrians and reduce intersection accidents. Plus save our trails! Optional to build rail transit under the hiking trail! Lastly, spend more money on mass transit and highways! No money on war, which hurts true capitalism.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98007
04/27/2016	Form	
Comment Source	Zip Code	

Comment

- 1) Please release ASAP 'start-complete' dates for each of the ST3 draft plan projects.
- 2) Delete all light rail projects.
- 3) Please provide Sound Transit cost analysis data (escalation rates for elements of each project; life cycle cost analysis procedure; useful life values for each project; etc.)

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98033
04/27/2016	Form	
Comment Source	Zip Code	

Comment

I really do want light rail in Kirkland. If it can't be along the corridor or I-405, I would love at least a stop at South Kirkland Park and Ride. At the very least, it would provide some service for Kirkland and it links up w/a number of Kirkland bus routes. I would also highly, highly recommend light rail along the new 520 bridge. It would be absolutely perfect for commutes to and from Seattle.

Thank you,

Ryan

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98034
04/27/2016	Form	
Comment Source	Zip Code	

Comment

Why don't you quit messing around and build down the middle of the freeways. The easement should be free with no problems.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98052
04/27/2016	Form	
Comment Source	Zip Code	

Comment

Prefer downtown Redmond light rail station to be closer to Redmond Transit Center

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98052
04/27/2016	Form	
Comment Source	Zip Code	

Comment

Please no more property taxes on rental properties. The landlords' property tax is paid by the tenants' rent payments. But tenants don't get an itemized deduction! Property valuations in Redmond went up 100% in less than 10 years. This has increased property taxes. Landlords of apartment complexes pass this on to tenants as increased rent. Rent increases are making it difficult for senior citizens to have housing security. Some senior citizens are losing their apartments. Senior citizen homeowners get a property tax exemption but senior citizen renters do not. So - if you ask for levies - please make sure that rentals are not taxed. Don't let transportation costs cause homelessness. I am voting NO on all levies unless there is tax fairness for renters.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98052
04/27/2016	Form	
Comment Source	Zip Code	

Comment

My comment is actually an ST2 comment, and is based on the following assumptions:

- Current Overlake T.C. parking capacity is 200 vehicles
- Plan for parking at new Technology Center Station is for only 300 vehicles
- Elevated parking structure will be built at T.C.S.

My comments

- Parking at O.T.C. is already filled every weekday
- I generally don't use Sound Transit Express bus to Seattle because of lack of parking
- T.C.S. will be terminus of route until at least 2028, which will attract a tremendous amount of new parking
- Why only 100 additional spaces?
- If structure is to be built anyway, why not more spaces?

Thank you,
Elliot

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date 04/27/2016	Public Meeting Comment Form	98052
Comment Source	Zip Code	

Comment

- 1) Need more buses to + from the arts downtown + in the U District now. Need a downtown shuttle at night for Seattle Center, Playhouses near 9th St, Seattle Symphony, Benaroya & major bus stops like 4th & Pine every 10 minutes at night. Need more 545 buses at night up to 11 pm so people don't wait outside alone for an hour after the symphony, [illegible] bus from the symphony to the Eastside Bellevue Transit Ctr at Redmond transit Ex or Kirkland or all 3 [sic].
- 2) Light rail - the video a couple of years ago showed trains with 2 cars. That is not efficient. In NJ the trains from New York City have 15 cars.
- 3) Redmond Town Center Destination - There are at least 7 senior citizen apartment complexes or retirement homes nearby. What barrier, shrubs, etc will be there to absorb the noise north of Redmond Way?

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98052
04/27/2016	Form	
Comment Source	Zip Code	

Comment

Please consider adding more frequent ST 545 service on weekends while we wait for light rail to Redmond. At least on Saturdays. I would be great if the weekend ST 545 service could be equivalent to the Metro B bus in the sense that you don't have to think about [illegible] w/a schedule. Walk to the stop & a bus will be there soon. Contrast that to current 2x/hr service of ST 545 on weekends. Maybe you could make it like the weekday service of 4x/hr. Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98052
04/27/2016	Form	
Comment Source	Zip Code	

Comment

- 1) We need to aggressively push the schedule.
- 2) With Redmond population doubling during the work day - we need to reduce the number of individual cars ASAP
- 3) I saw no plan that extends farther east in the county to where housing is proliferating really fast. For example - I saw no plan for connection of Redmond Ridge area with P&R/rail. BRT could reduce the congestion on Avondale Rd and 202. Frequent shuttles @ peak hours are needed.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98053
04/27/2016	Form	
Comment Source	Zip Code	

Comment

This project needs to be stopped. The DOT should be working with transit planners. A large part of the congestion and gridlock[sic] is due to piss-poor design and construction. I would like to get paid as much for such poor work.

I have had a business in the Puget Sound area, mostly driving between Tacoma to Bellingham. Rarely have I seen real improvements to the roads. There is a limited amount of tax dollars and should not be used all on transit etc. and not fix the roadways.

I have served on the Board of Adj. and planning commission for the city of Mountlake Terrace. We spent long hours planning rail stations (ancient history 1980's).

The latest laugh is the 405 mess! Clearly it is not a good source of revenue or a way to move the masses. I am very disappointed i this shck[sic] project.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date 04/27/2016	Public Meeting Comment Form	98056
Comment Source	Zip Code	

Comment

I currently reside in Renton where in my area the transit not easing[sic] used due to the lack of trequening [sic] and safety to the bus stops.

Adding a rapid bus would not help improve the congestion. A light rail is needed in order for better and faster transportation for commute within I405 in Renton & Kent. There's a lot diversity and minorities residing in Renton and Kent. There shouldn't be a lack of public transportation just because there's [sic] residents don't have the money, or what they look like.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98065
04/27/2016	Form	
Comment Source	Zip Code	

Comment

The public needs to better understand the funding instrument and project timeline. What is proposed (the 25 year window) makes sense to planners and engineers but less so to the public. Consider explaining the project timeline as it compares to other mass transit/light rail projects in buildout around the country. Los Angeles, Portland, Minneapolis/St. Paul and I'm sure there are others. A comparative view will help to educate and manage the expectations of the John Q. Public voter, and marshal a more successful outcome at the polls.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98072
04/27/2016	Form	
Comment Source	Zip Code	

Comment

Has there been any thought given to more water taxi service? Across L.K. Washington? From W. Seattle & even from Kitsap County, in addition to WA St. Ferry System.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98072
04/27/2016	Form	
Comment Source	Zip Code	

Comment

The rail to Issaquah & the BRT on the Eastside should be reversed & eventually the BRT should be converted to rail.

I should be able to get on light rail in Totem Lake & go all the way to SeaTac. Rail should also go across the 520 bridge.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment
04/27/2016	Form
Comment Source	Zip Code

Comment

Send out more bus passes to offset the car tab fees, which are horrible for senior citizens.
Have a renter's rebate for paying the landlord's property taxes.
Make it less stringent to get a disability bus pass. For example, visually impaired people shouldn't have to be blind to get a bus pass. Many people who aren't blind can't drive at night.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment
04/27/2016	Form
Comment Source	Zip Code

Comment

Rail transit costs too much and does too little! Cost estimates and time frames expand expand [sic] greatly while they continue to be adjusted to appear on time and on budget!
Rail has no flexibility and blocks traffic and removes road capacity.
This ridiculousness[sic] has to stop!

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/27/2016

Comment Source
ST3 Web Form

Zip Code
98052

Comment

Question: where will the station location be for downtown Redmond? I live in a condo on Cleveland street and love using the light rail and transit system BUT do not want it in my backyard due to property value effects.

Where will the location in downtown Redmond be located?

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/28/2016	Email	98028

Comment

Dear Sound Transit:

Thank you for including SR 522/145th St. Bus Rapid Transit, parking, and light rail study in the draft ST3 ballot measure. I live in Kenmore and work near downtown Seattle. SR 522 is the only plausible bus-commute route for those of us living and/or working along the 522 corridor. The current bus service is frequently overburdened with riders, while the Park and Rides fill up quickly every workday. We want to do our part to reduce traffic and improve the environment, but the current public-transit options are not meeting the needs of the tens of thousands living or working in this corner of King County.

As you know, SR 522 and 145th Street serve an important regional corridor of fast-growing cities: Shoreline, Lake Forest Park, Kenmore, Bothell, and Woodinville. UW-Bothell is the fastest growing campus in the state. And tolling of the 520 bridge (and eventually I-90), has and will continue to make SR 522 the traffic and toll-avoidance alternative for thousands of vehicles driven by those living outside the 522 corridor. BRT along 522 and 145th would connect the 522 corridor to the light rail spine and give public-minded and environmentally-conscious citizens an efficient transit option for getting to and from downtown Seattle and other regional job centers.

Of course, access to these BRT and light rails points is CRITICAL to this region. Unlike higher density areas, like Seattle, we don't have the pedestrian and bike infrastructure to readily get to and from the ST transit hubs. Although some people are opposed to any use of automobiles to access these transit hubs (or otherwise), parking structures in the suburbs are an essential element of this plan, and would help Sound Transit's appeal to thousands who would not otherwise vote for ST3 or use these transit options,

These 522 and 145th Street projects can be built and used more quickly than many of the light rail projects being considered. The 522 projects will provide a near-term public use of, and appreciation for, a broader Sound Transit network.

Thanks again for including, and keeping, these 522 and 145th Street projects in the ST3 plan.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/28/2016

Comment Source
Email

Zip Code
98034

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I support the expansion of light rail across the region and want the Sound Transit Board to increase investments in biking so that I can safely and easily use my bike for 1st & last mile(s) of my trip.

In the final Sound Transit 3 package, I would like to see designs & investments that allow more than 3 bikes on buses and a seamless flow of me & my bike at bus/link rail connector transfer points.

Increasing biking and walking investments will help Sound Transit 3 get more people moving — ensuring success of Sound Transit by making it easier for more people to access bus stops and light rail stations.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/28/2016

Comment Source
Email

Zip Code

Comment

Hi. My name is [name] and I live in Northern Kirkland up near Big Finn Hill and St. Edwards Park. I strongly support the long-range mass transit planning effort represented by ST-3 and the effort to envision expansion of the current light-rail system over the next 10-20 years. However, I'm absolutely baffled by one aspect of the plan and would like to have someone attempt to explain it to me.

For the life of me I can't understand how any serious long-range transit plan does not provide for a north-south light rail link on the East Side, between Renton/Tukwilla and the Bothell area. It appears that the current ST-3 long-range plan for this critical path calls for serving this corridor with Rapid Ride Bus Transit. If anyone truly believes that's a long-term solution for this critical route, then I'll be a monkey's uncle. Rapid-Ride Bus Transit might be o.k. for high-density feeder routes, but to think it's a final solution for a critical major transportation artery is just an absolute lunacy in my opinion. It would be the equivalent logic to thinking that the New York City subway system could exist without the East-Side subway lines. The whole system would just fall apart.

I'd like to hear from someone who's been involved in the planning process why there isn't a 20 year plan to develop this critical north-south light-rail link on the east side. As much as I support the development of rapid transit, and support tax-based funding for it, I think I'd be hard pressed to support ANY long range plan that didn't address the development of this east-side light rail link over the next 20 years. I look forward to hearing from someone about this issue when you have an opportunity.

Thanks,

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date

04/28/2016

Comment Source

Email

Zip Code

Comment

I live in the Kirkland area. Your proposed plan does nothing for my area and to the north and west. To propose service using 405 is ridiculous. I live next to 405. 405 is a disaster. I will be voting against your plan, because it is too slow in implementation and leaves large areas without light rail service. I can't see paying \$400 more dollars each year for more than ten years for nothing. This proposed plan does not provide my area with service and does not increase the value of my property.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/28/2016

Comment Source
Email

Zip Code

Comment

Please keep in mind Bellevue College set by the east gast, this college has more the 35,000 students, and keeps growing every year. A big part of our college is composed by international students, and residents: we are isolated. It's a commuter campus, but it's very difficult to commute to Bellevue downtown, [illegible], Redmond, Overlake, etc.

The ST3 Plan will help our students, and make our transition into the best universities easier. Thank you very much!

We are by the i-90, isolvated. Please keep the needs of the great college in mind by reducing the projected timeline for light rail.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/28/2016

Comment Source
Email

Zip Code

Comment

I am from Seattle born and raised here and I think the monorail is a better idea. It is cheaper and is efficient to build. Plus like Bertha you could build an underground. All around Lake Washington connecting the local communities and cities. I was educated at U of W in architecture.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98007
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Bellevue College deserves high priority and consideration than 2041 for the proposed light rail service. Students, staff, and faculty rely on alternate forms of transportation to get to the college, located just above the I-90 at Eastgate. Not to mention the numerous visitors we have to campus, as we are a community resource and hold many large scale events. I would like to ask for greater consideration in the form of a reduced timeline for the Bellevue - Eastgate - Issaquah build. Our population of students at the college is currently around 34,000 and only continues to grow. These students are locals and international students and they often locate 1hr+ away from campus in order to be able to afford the housing. By improving transit options to our campus, you give the access these students desperately need to get to campus affordably, on time, and without taking a car. We are also building student housing and our growth as a college should warrant a faster timeline for this light rail, considering we are the 3rd largest post-secondary institution in the state. If you can give Redmond light rail by 2028, you can do better and give Bellevue College light rail sooner than 2041. We appreciate your hard work to date, don't let our large population at BC be forgotten for another 25 years (or more). Thank you! P.S. We have strong climate commitments, and light rail would significantly help improve traffic and CO2 reductions for the region. Help us help you with your climate change reductions!

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98006
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Thank you for creating this plan. I'm a student at Bellevue College. Bellevue is extremely separated from everything as there's barely any infrastructure for other than cars. Bellevue College is growing just as fast as the whole city of Seattle. 34,000 students and counting. We're desperately in need for better connection to Seattle and the suburbs, also downtown Bellevue. We need good student community life and having no on-campus housing makes it difficult for student to stay on campus to engage in activities. We have no affordable food options nearby and our cafeteria is everything but healthy. I believe that Bellevue College should have a higher priority on this timeline and I suggest the stop to be called BC rather than Eastgate. The students need this yesterday. Having thousands of students commute every day is not the best for the environment as well. Please improve the timeline for light rail to BC (sooner than 2041).

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98006
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Background/assumptions

1. I appreciate the opportunity for public comment on the ST3 Draft Plan
2. I live on the east side and experience the teething pains of flow central toll lanes on 405.
3. The east side of lake Washington (I-405 and East I-90 and WA-520 and WA-522 and WA-67) represent the major suburban growth lines for Puget Sound.
4. Taxes are always a contentious subject.

Suggestions:

1. Offer incentives to business to grow outside of Seattle - creating neew urban centers with mass transit planned in at the outset.
2. Offer incentive to business to get employers out of single person vehicle (beyond vanpools)
3. Increase the focus on technology in the plan ST3 for driverless vehicles, app based on schedules and services status.
4. Ensure attractive service to set eastside commuters out of the caves by offering a "virgin America" like service. i.e. competitive privately owned bus system.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98006
04/28/2016	Form	
Comment Source	Zip Code	

Comment

My comment here relates to an apparent absence of a private (non-public) component to the transit ST3 plan and visions presented today by Sound Transit and KC Metro. I think an explicit part of the Transit Vision should address the role of private commercial operators in the delivery of ground vehicle transit service. Use the analogy of commercial airlines who one, staff, operate airlines within a government authorized Air Traffic Control system. ST and KC Metro provide the right of way - stations and related services. Coach companies compete for service routes through a process that ensures efficient, safe, equitable, socially responsible access access. Before airline deregulations in the 1980s, this approach serves both affluent and non-affluent communities, at least consider it and talk about the role of UBER, Lyft, MS-transit.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98007
04/28/2016	Form	
Comment Source	Zip Code	

Comment

I live near Eastgate P&R, and work near Benaroya Hall. I usually carpool. But when I take the bus, I'm frustrated at how slow it is to move in downtown traffic. Why do more bus and side buses take the tunnels? Or why don't they take 3rd, which seems to be dedicated transit? I lived in Ottawa for a while, and was impressed with the dedicated transit ways. Link vehicles should be able to turn at Bellevue, offering a one-seat-ride. The track would be nearly be in place; it should be possible to do Issaquah-to-Seattle on one seat; no transfer. This will be expensive, but I'm really looking forward to it being built. 2023 and 2040 can't come soon enough!

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98033
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Too many expensive and long term solutions and not enough bus related solutions. Could you experiment with the more frequent buses on highways and new routes in the near-term? Plus dedicate some highway and regular streets only for those buses during 1 to 2 hours of peak traffic? The solution to cars on the freeway is more buses going [where] people want to go and a little discomfort for those people who insist on using cars at rush hour. Also experiment with north-south routes East and west of I405.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98074
04/28/2016	Form	
Comment Source	Zip Code	

Comment

I live in Sammamish, as a Bellevue College student, I have to be ready at least two hours ago to take buses from Sammamish (Metro 269) to Bellevue (B line and Metro 245 or 226). My class starts at 8:30am, in order to get on the bus I spend fewer time to study and more time on the buses commuting than other students living close by, each day.

Bellevue College is a community college. It deserves a better transportation system to serve the whole community. A frequent transportation system to serve the whole community. A frequent transportation like light rail really helps students. The Bellevue College students population is more than 30,000 every quarter, if the public transportation is improved, that means fewer traffics all over Sammamish, Redmond, Bothell, Kirkland, Issaquah, Renton, Kent and Bellevue area. Bellevue college students are from all over King County. Light rail benefits not only Bellevue College students, but also all citizens around.

Please consider shortening the time for light rail to BC (before 2041).

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment
04/28/2016	Form
Comment Source	Zip Code

Comment

Bellevue College serves over 34,000 students each year, in addition to staff, faculty, and visitors to campus. We are in a major phase of growth, as we are projected to build our first student housing project by 2018 with 300+ beds (and 2 more phases in future years). Many of our students get to campus by bus and car, having to locate in the surrounding areas like Renton, Kent and Bellevue due to high rent prices. Our large population base deserves better than 2041 for we are committed as a college to reducing our climate impact and improve access to our campus. I would expect ST and metro to place higher priority on routes that have a direct, positive impact on the college by reducing the wait time for light rail. 2041 is unacceptable we thank you for considering us by reducing the timeline and building earlier.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment
04/28/2016	Form
Comment Source	Zip Code

Comment

Please consider adding light rail on I-405 address the already clogged roadway. Forget about the cross Kirkland Corridor.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/28/2016

Comment Source
ST3 Web Form

Zip Code
98040

Comment

Since I-90 is a Federal Hwy , has the Federal Government approved the light rail SAFETY and engineering considerations of using the bridge for the light rail?

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
04/28/2016	ST3 Web Form	98040

Comment

Thank you for providing details and information about your proposal. I do ask, as you mention the "record ridership" why you also don't publish the amount of income you take in regarding your ridership?

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98032
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Hi,
Please provide enough restrooms for the public. Also check often to see if there is enough toilet paper for the public. We have a lot of senior citizens living now. They need to use the bathroom often and right away. Please put bathrooms into the budget. We need soap and water too.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Public Meeting Comment	98032
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Your program has [illegible] me to move [illegible] sell my house & move to a [illegible] area if that is possible. This has become too politic. It is an open grab for money.
Phooey on this.
Not a viable program.

Comment Date
04/29/2016

Comment Source
Email

Zip Code

Comment

I'm writing you to express interest in the greater good. I see a lot of noise coming from the Save Our Trail folks, however I do not agree with their perspectives. I'm as avid a trail user as any - I've ridden over 1000 miles on the corridor, yet I also support transit on it. Further, I ride the bus over 20 times a month and observe a changing demographic that we must consider. Here are my inputs (updated over the handout I shared last night):

1. It's not 'Ours' to own - The corridor is a regional asset that spans several communities on the Eastside. It is not right for one community to declare it their own private walking garden, and cut off the possibility of connecting people from other communities. Consider how we'd feel if we tried to go ahead with transit and Bellevue cordoned off part of the corridor and declared it 'off-limits' for any other community. The act of calling it 'Our Trail' is a selfish and arrogant action towards every other community that might derive benefit from the corridor. If we allow this to happen then we are being bad neighbors and are essentially telling other folks to go away – and guess what – they will go away, to our detriment.
2. The target audience is not represented – it is with humility that I say that I am no longer your target demographic. I'm 48 years old, however you need to be optimize for what people 10 and 20 years younger than me will be considering as they look to buy houses and start businesses in the coming decade. I ride ~20 bus legs per month, and I'm routinely in the top 10% oldest group of folks on the bus. The younger generations ride buses to work more than ours. Go check who is getting off the 234/235 at Bellevue Transit Center (i.e. riders from Kirkland) – they are all 20 & 30-somethings going to work. Ditto for 255 during rush hour. A vibrant city must plan for the future.
3. Younger people have different values – I work with millenials at microsoft, and they openly talk about being 1 car families and where transit exists (or doesn't). This is part of their worldview. Keeping Kirkland car-centric and forcing transit to queue up with car traffic is not going to work for this generation – we will be left behind. Make sure your decision process gathers input from this demographic.
4. Traffic is already at a breaking point – I can routinely beat the bus through downtown Kirkland on my bicycle, TODAY. Think what the influx of more cars with the Park Place expansion will do. We have THREE lanes northbound – Lake, State and 108th – that's it. They are all parking lots at rush hour, which is why I can cycle past cars and buses. This is not going to get better by itself. We must move buses onto a dedicated right of way. The Seattle bus tunnel is a great example of how this can work. We have a corridor. Use it.
5. Guaranteed Commute Time – this has to be discussed. Any time shaved off evening commute means more face time with my family. This is gold. You can only do this on a dedicated right of way. I-405 and surface roads are variable commute times, which means I must work around peak traffic hours (i.e. work late) or spend time staring at brake lights in traffic. If there is a route with a guaranteed commute time it will win. People will choose it, and they will bring their business with them.
6. Metro KC vs Sount Transit – if the Sound Transit proposals only offer rail, perhaps Metro KC would be open to running buses along the corridor. I don't think most riders care if the bus is blue or green, as long as it works. I routinely switch between the 255 or the 550 when going downtown depending on my starting point – my corporate supplied ORCA works fine on either. Let's ensure we have transit on a dedicated right of way, regardless of the agency. Personally I think quiet electric buses would be optimal, Metro KC is already experimenting with some.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Please ensure we don't get left behind because a vocal few are proposing a selfish use of a regional asset.

Comment Date	Comment Source	Zip Code
04/30/2016	Email	98005

Comment

I just learned that in the fine print of ST2, 1,000 trees will be removed from Mercer Slough. While this is a travesty, it sounds like the deal is done. This makes the importance of minimizing environmental impacts at the confluence of Richards Creek, Kelsey Creek, and Mercer Slough all the more important. This confluence is a sensitive estuary and home to blue herons, bald eagles, abundant terrestrial wildlife, and delicate wetlands vegetation.

Don't create more extensive damage. Limit the damage by containing the environmental impacts to areas that already are impacted by ST2. If the Issaquah-Totem Lake link is seriously considered, it must cross Mercer Slough at I-90 – not further north near SE 8th, the Wilburton Trestle, and the sensitive estuary confluence of Richards Creek, Kelsey Creek and Mercer Slough – important tributaries to Lake Washington.

Limit the damage to areas that will already be impacted by ST2. While I am dismayed by the damage that will be done by ST2, don't propagate the damage to other areas with ST3. If you must create environmental damage, mitigate that damage by confining it to one area. There is insufficient detail in key portions of ST3 to be able to make meaningful comments. Without more detail, I fear many will have no choice but to vote NO on ST3. More details are required to inform voters before a ballot measure can be considered. More coordination between Sound Transit and the King County ERC Regional Trail Project is needed before voters can make informed decisions on both ST3 routing and ERC trail development.

Below are specific questions I would like answered?

How does ST3, and the Eastside Rail Corridor (ERC) interface with: ? Wilburton Trestle?

? Wilburton Station on NE 8th?

? South Bellevue Park & Ride?

? Wilburton Park & Ride on SE 8th?

Wetlands, Sensitive Vegetation, Terrestrial Wildlife & Habitat, Waterfowl Habitat

The confluence of Mercer Slough with Richards Creek and Kelsey Creek is a sensitive wetlands area.

How will ST3 interface with ERC, especially at the wetlands confluence of Kelsey Creek, Richards Creek, and Mercer Slough near SE 8th and the Wilburton Trestle?

Wetlands underneath the Wilburton Trestle and near the No. 7 Fire Station on SE 8th St. provide homes for waterfowl, bald eagles, abundant terrestrial wildlife, and delicate vegetation. This area is the confluence of Kelsey Creek, Richards Creek and Mercer Slough. This is a sensitive estuary with tributaries feeding into Lake Washington.

How is ST3 evaluating the environmental impacts to the confluence of the Kelsey Creek, Richards Creek, and Mercer Slough estuary vs. Mercer Slough further downstream where it crosses under I-90 and enters Lake Washington?

Steep Slope Retention

Retaining walls are complex and require appropriate drainage features. The Eastside region is vulnerable to possible ground ruptures and strong seismic activity.

<http://geomaps.wr.usgs.gov/pacnw/lifeline/map66kb.html>

Steep slopes on west side of the Woodridge neighborhood near I-405 sound wall present hazards, especially adequate soil retention during a significant earthquake, with the Seattle fault running nearby.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

How is soil liquefaction taken into account, especially during earthquakes? How is the USGS “Lifelines” Map (map of geological/soils seismic hazards) taken into account for ST3 route alternatives?

Wilburton Trestle

Wilburton Trestle is the longest wooden railway trestle in the Pacific Northwest built in 1904 and is over 100 feet tall. It is eligible for listing on the National Register of Historic Places.

How will the treasured Wilburton Trestle be protected during ST3 construction as well as after?

How will ST3 and the ERC affect the No. 7 Fire Station north of Woodridge on SE 8th, directly east of the Wilburton Trestle?

How does the ERC interface with the ST3 proposed Concept Realignment (see link below)?

http://www.soundtransit.org/sites/default/files/E-03-SegB_Bellevuetolssaquah_FTemp.pdf

The ST3 Description is as follows: “Long Description: This project would build light rail from the East Link Wilburton Station in Bellevue to Central Issaquah (consistent with the Central Issaquah Plan). The project would travel from Central Issaquah to the I-90 median. The elevated LRT guideway continues in the I-90 median to the vicinity of Lakemont Boulevard SE where it leaves the median to a station and park-and-ride on the south side of the freeway. The guideway returns to the median and continues to the Eastgate Park-and-Ride, where it transitions to the north side of I-90 via an elevated structure (transitioning to atgrade). The representative station at Eastgate is at-grade along the southern side of the existing transit center, allowing the existing direct access ramps and 142nd Place SE structure to remain. West of the Eastgate Park-and-Ride, the LRT guideway travels along the north side of I-90. An elevated station on the north side of I-90 will be located near Richards Road SE to serve Factoria. The guideway continues along I-90 until it reaches I-405 where it turns north. The LRT guideway travels along the east side of I-405 to SE 8th Street. The guideway then transitions to the Eastside Rail Corridor on a new structure adjacent to and east of the historic Wilburton trestle. The guideway would interline with East Link where it joins the Eastside Rail Corridor. The Bellevue to Issaquah line would serve East Link’s planned Wilburton Station. North of the Wilburton Station and the turnout for East Link to Redmond, the project continues at-grade along the Eastside Rail Corridor right-of-way to East Link storage/yard lead tracks to provide for turn-backs. The project would also include improvements to pedestrian facilities on the 142nd Place SE overpass at Eastgate.”

If the ST3 light rail train is running along the east side of I-405 (according language in the LRT Concept document above), how does that intersect with ERC EIS Figure 4-10, which shows the ERC running along the WEST side of I-405 (see figure below)?

What does the interface look like where the LRT guideway transitions to the East Rail Corridor?

Where will this interface occur, north-south, along I-405? At what elevation grade? Will the transition from the west side of I-405 to the east side of I-405 occur where the former Wilburton Tunnel was?

ST3 Plans lack sufficient detail to provide meaningful comments. Please provide concrete details (aerial maps, diagrams, pictures, etc.) about the region between I-90 and NE 4th St. in Bellevue.

ST3 Interfaces

Where are the ST3 interface plans with ERC, particularly around the Wilburton Station on NE 8th and the Wilburton Park & Ride on SE 8th? Where are the interface plans along SE 8th?

How does the ST3 interface with I-405 widening plans, particularly between I-90 and north to SE 4th St. in Bellevue?

What additional noise mitigation is being considered for light rail running along existing freeway sound walls?

Route Alternatives

Please consider the route maps below. The first map shows the current concept. The second map shows an improved alternative:

ST3 Totem Lake to Issaquah Light Rail Concept, through Bellevue

An improved option is to connect ST3 to ST2 at I-90 rather than go north and connect at Wilburton Station. The mitigations of crossing the Mercer Slough are easier and better than the mitigations of crossing the sensitive wetlands area at the confluence of Richards Creek, Kelsey Creek, and the Mercer Slough – a sensitive estuary at SE 8th, near the Wilburton Trestle. This area is a highly sensitive estuary – a confluence multiple watersheds that feed Lake Washington.

The Improved Alternative

Proposed ST3 Totem Lake to Issaquah
Light Rail Routing, Connecting to ST2,
South Bellevue
P&R

Area Near South Bellevue Park & Ride

For commuters between Issaquah and downtown Seattle, the “Improved Alternative Map” above reduces their commute by approximately 6 miles, avoiding looping up to Wilburton Station, changing trains, and looping back down to I-90. For commuters between Issaquah and Totem Lake, there is no appreciable increase in distance or commute time.

Before ST3 becomes a ballot measure in November 2016, more study is needed in the following areas:

1. The sensitive environmental wetlands area at the confluence of Mercer Slough, Richards Creek, and Kelsey Creek, near SE 8th St. and the Wilburton Trestle. This area is home to many waterfowl, bald eagles, significant terrestrial wildlife, and delicate vegetation. This is a sensitive estuary with a confluence of multiple watersheds feeding into Lake Washington.
2. The costs of routing ST3 up to Wilburton Station vs. connecting to ST2 in the area of South Bellevue Park & Ride. Land acquisition and sufficient parking development at the proposed Wilburton Station on NE 8th, which is prime real estate for commercial office space (downtown Bellevue), will likely be significantly more expensive than expanding parking at the existing South Bellevue Park & Ride site. Adequate parking and access to ST3 are crucial for successful ST3 ridership.
3. The extended commute times, which result in additional commuter costs and carbon emission environmental impacts, by routing ST3 up to Wilburton Station vs. connecting to ST2 in the area of South Bellevue Park & Ride.
4. The shorter development schedule, and resultant reduced costs, associated with connecting ST3 to ST2 in the area near the South Bellevue Park & Ride.
5. The ST3 and the ERC interfaces between I-90 and NE 4th, through Bellevue. The ERC Master Plan EIS is missing those interfaces. According to the ERC project manager, those details are missing from the ERC Master Plan, because Sound Transit has not released anything showing a sufficient level of detail to plan appropriate interfaces between the ERC and the ST3 through the section of Bellevue from I-90 to NE 4th St. More coordination between Sound Transit and the King County ERC Regional Trail Project is needed before voters can make informed decisions on both

Comment Date

04/30/2016

Comment Source

Email

Zip Code

Comment

Good to see you twice today! I was glad to hear your thoughts on how the county council is working on a non-partisan basis. I really would like to see if the partisan caucusing can be ended – the fact that people might lean toward one party or the other just shouldn't be reflected in the organization or function of non-partisan bodies.

I wanted to follow up on our brief discussion of the "Willows Route" for Sound Transit light rail, to make sure you understand the concept. This has been mentioned in comments from both the Kirkland City Council and from Save Our Trail, so it makes sense to amplify on it some.

I've attached a two-slide Powerpoint file that I presented to the Kirkland City Council when I brought up this alternative. The first slide was taken from the ST3 planning documents and show how the light rail line to Redmond will head first to southeast Redmond and then make a sharp turn to the left to its currently-planned terminus on the Redmond Central Connector near Leary Way downtown. The second slide shows how that line could easily be extended along the Redmond Spur of the Eastside Rail Corridor, along the east side of Willows Road, make a left turn at NE 124th Street, and enter the Totem Lake Urban Center from the east.

There are several advantages to this routing over the previously-considered routing up the Cross Kirkland Corridor.

Yes, this route wouldn't serve downtown Kirkland, but downtown is almost impossible to serve in a cost-effective way because of all the existing development, because the water table is too high to tunnel effectively (Peter Kirk Park is actually legally a wetland in the 100-year flood plain), and because it is so close to the lake that the service area from which a station would draw from is much smaller than it would be if the route were further east. Serving downtown with transit cost-effectively is always going to be based on an east-west connection, be it buses, or people movers or whatever; it just doesn't make sense for the regional system to go directly downtown so long as it is not itself designated as an urban center (which most people in Kirkland don't want to see happen).

Yes, this route wouldn't serve Google directly. But if you put a intermediate station along Willows Road in the vicinity of Overlake Christian Church, it would serve Digipen Institute and all the high-tech companies along Willows Road including Astronics (aircraft subsystems), Aerojet (rocket engines), Physio Control (defibrillators), etc. I believe the total high-tech workforce population along Willows is significantly more than Google. Besides, the Google Kirkland site is now almost totally surrounded by residential development and unlikely to be able to expand further; there would be huge neighborhood resistance to any proposal to expand the light industrial area into the residential areas. On the other hand, I think there's still plenty of opportunity for more high-tech office and light industrial development along Willows Road in Redmond.

Another big reason to put a station near Overlake Christian is that they have a HUGE parking lot that is very underutilized during the day on weekdays. Imagine this lot being used as a park and ride lot on weekdays -- without Sound Transit having to pay ANY capital cost to construct it, but just some relatively

low rental payment to the church – which could be recovered in full if the region ever gets to the point of even minimal charging for park and ride use in order to encourage people to walk and bike.

And about walking and biking, people might scoff at building a station on Willows because so few people live there, but right up the hill to the west is the North Rose Hill neighborhood of Kirkland with thousands of homes, plus Lake Washington Technical Institute with thousands of students. If ST used some of their access money to build a connection from NE 100th Street at the top of that hill down to Willows Road (dare I say gondola? At least a big escalator with bicycle runnels?) it would encourage people in this major residential area to walk and bike to the station. It would also fulfill a Kirkland dream of having a greenway connection down into the Sammamish River Valley to the Sammamish River Trail (along the edge of the Overlake Church property). Note that there's already a dedicated bicycle/pedestrian bridge across I-405 at NE 100th Street that would provide access to people in Kirkland's Highlands neighborhood, and could also be easily connected to the Cross Kirkland Corridor to provide safe, greenway pedestrian and bicycle access to many more neighborhoods.

But the biggest advantage of using this Willows Road route to get light rail to Totem Lake is that it would cost a LOT less than going through Kirkland. Going up the Cross Kirkland Corridor would mean rebuilding several bridges and underpasses that would be very expensive – starting with getting under SR520 in Bellevue (many people wonder if that overpass is wide enough for a double rail line plus trail), under I-405 just north of 520, over NE 68th St by Houghton Center and Lakeview Elementary, over Kirkland Way, under NE 85th St (although that one MIGHT be wide enough already), under NE 116th St, under I-405 in Totem Lake, and over the intersection of NE 124th St and 124th Ave NE. If you come up Willows Road from the east instead, you probably need to build only ONE bridge – up and over the intersection of Willows Road and NE 124th St, where the big left turn occurs. Most everything else could just be a surface crossing.

But the biggest cost difference is the distance. If you extend the Redmond line into Totem Lake from the east, you're talking about a total of only 4.3 miles of new rail. To come up the ERC/CKC from Wilburton Station to Totem Lake is 7.2 miles. That's a HUGE difference. If we want to connect urban centers most cost-effectively, then it makes far more sense to get to the next urban center by laying only 4.3 miles of track instead of 7.2 miles.

Going through downtown Redmond may seem a bit out of the way for people who are commuting between Totem Lake and downtown Bellevue or Seattle, but think of all the people who would benefit who live or will live in the Totem Lake Urban Center who will want to commute to and from Microsoft. It would be much easier for them to be able to get to Microsoft on one train ride (just four stops) instead of having to go to Wilburton station and change trains. Would people in Totem Lake going to Seattle prefer a single train ride even if it goes through Redmond rather than having to change trains in Bellevue? I bet a lot of them would like to get their seat at Totem Lake and not have to stand on a full train from Bellevue to Seattle because they had to make a change.

Bringing light rail up the CKC is going to have strong neighborhood opposition FOREVER. It would literally be right in the back yards of hundreds of homes. Going up Willows Road there are virtually no homes. There might be some angst about going along the edge of the protected agricultural area in the Sammamish Valley, but the simple fact is that taking light rail up Willows Road is in NOBODY'S back yard. NIMBY simply won't be an issue. It would run pretty close to a few businesses in the eastern Totem Lake light industrial zone, but those are business people who would take a deal – they are not homeowners

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

who will oppose rail on the CKC through Houghton, Lakeview, Everest, Norkirk, Highlands, and Juanita neighborhoods at every turn. The path of least resistance to get light rail to Totem Lake is up Willows Road, without question.

Honestly, I always thought the long-term plan was to extend the light rail line up from Redmond to Totem Lake. I was kind of shocked to hear that people hadn't previously considered it. Especially after the Redmond line made that big left turn to the northwest, how could anything be more obvious?

If I could figure out a way to get this idea into ST3, I would. It just makes so much more sense! Even if that isn't possible at this point, I definitely think the Bothell-to-Bellevue Corridor Study needs to include funding for studying this Willows Road routing as an alternative.

I hope this helps you to understand the concept I'm getting at.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
04/30/2016

Comment Source
Email

Zip Code

Comment

Please do not use the Kirkland trail that I use every week to run and exercise. It's the only moment of tranquility I have in my day. Thanks.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
05/01/2016

Comment Source
Email

Zip Code
98004

Comment

Our household urges you to support Bus Rapid Transit on I-405 and freeway station at 85th. Do NOT support transit on the Cross Kirkland Corridor. Do NOT conduct an environmental study to evaluate best option for transit from Bothell to Bellevue. Do NOT consider a light rail spur from Bellevue to the South Kirkland Park and Ride. The BRT and 85th stop would cost less to build and maintain, serve a larger Kirkland population and provide more ridership and faster service than transit on the Cross Kirkland Corridor.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
05/02/2016	Email	98033

Comment

Please include light rail to Kirkland. Transit along the rail corridor (trail) should be kept on the table. Many of us ride transit and need this vital link to operate efficiently.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
05/02/2016

Comment Source
Email

Zip Code

Comment

Dear Board Member Butler:

We in Kirkland have long supported Sound Transit and, by doing so, demonstrated a belief in regional light rail and that Kirkland would surely be part of that light rail system. The latter belief is now in serious danger of being wrong.

As you are aware, Kirkland is the densest city (4,500+ per square mile) on the Eastside with a population of 86,000 - just sort of Redmond and Issaquah combined. Surely, if a rail line can be justified for our neighboring cities it can be more easily justified for Kirkland.

We have also taken significant steps to prepare for light rail. Kirkland bought 6 miles of the ERC to be sure it remained in government hands with the intention of investing in both light rail and other regional trail connections. Your easement runs along this route and the use of that easement has been assumed in all our official deliberations and plans. Kirkland has fought legal battles over the CKC, built an Interest Statement with broad public input, crafted a Vision Statement & Master Plan that clearly details a rail line to the Totem Lake Urban Center. I believe it is hard to find a community that has invested more, on its own, to prepare for light rail.

Kirkland has serious and long-term congestion problems that will require/need regional resources to fix. We are planning to grow significantly in density so these issues will only get worse without the rail line that connects us to the wider regional system in the near future.

I know our city representatives have been striving for a "Kirkland perfect" solution – BRT &, flexibility come to mind. While well intentioned, it may have distracted everyone from the "greater good" that light rail would bring to Kirkland. Here, "Kirkland perfect" has become the enemy of the "greater good" and has poisoned some discussions. Please don't let these past discussions cloud your assessment of Kirkland's keen interest in having rail service to Totem Lake. WE WANT LIGHT RAIL TO TOTEM LAKE!!

On its merits, Kirkland is justified in requesting/demanding light rail to Totem Lake. We clearly require/need the services light rail brings to alleviate current/future transportation challenges and to connect us to the wider region. Kirkland has demonstrated commitment to light rail on the CKC through the resources invested and actions taken. And, importantly, fairness demands that the Totem Lake Line be added to the coming ballot measure.

Thank you for listening and for your service.

Comment Date
05/02/2016

Comment Source
Email

Zip Code

Comment

(This comment is my personal opinion. I am not speaking on behalf of the City of Kirkland or the Kirkland City Council.)

A major goal of Sound Transit is to connect “regional centers” with high capacity transit. On the Eastside, those centers include downtown Bellevue, Redmond Overlake, downtown Redmond, Issaquah, and Totem Lake. Sound Transit Phase 2, which is under construction now, will reach Bellevue and Overlake, and the current Sound Transit 3 proposal would add downtown Redmond and Issaquah. The question for the region is, what is the best way to get high capacity transit to Kirkland’s Totem Lake urban center?

One proposal that has gotten a lot of attention – both positive and negative – is to run light rail up the Eastside Rail Corridor and Cross Kirkland Corridor from the Wilburton station in Bellevue behind Whole Foods. I believe a better alternative would be to extend light rail from the currently planned terminus on the Redmond Central Connector near Leary Way, northward along the Redmond Spur of the Eastside Rail Corridor, along Willows Road and NE 124th Street, and into Totem Lake from the east.

Why would this “Willows Route” be preferred?

The key advantage is that it would cost far less than light rail on the CKC. Extending the Redmond light rail line to Totem Lake would require only 4.3 miles of new track. Extending from Wilburton up the CKC would require 7.2 miles of new track – a whopping 67% more.

Then consider the bridges needed. The CKC route requires new bridges or expanded underpasses under SR520, under I-405 in Bellevue, over NE 68th Street, over Kirkland Way, under NE 85th Street, under NE 116th Street, under I-405 in Totem Lake, and over the intersection of NE 124th Street and 124th Avenue NE. The Willows Route requires new bridges over Redmond Way, over the Sammamish River, over 154th Avenue NE, and over the intersection of Willows Road and NE 124th Street. That’s half as many bridges. There would also be fewer surface crossings on the Willows route, and they would be on lower-volume roads. And the CKC route involves crossing many wetlands and streams that would require elevated sections, which is not a problem on the Willows route.

The Willows line could include a station near Overlake Christian Church to serve Digipen Institute and the many employers nearby including Physio Control, Aerojet, and Astronics. An agreement with Overlake Christian could allow their large parking lot, which is mostly unused during the work day, to be a regional park and ride for people driving in from points east, with no new capital cost.

There’s also potential to connect a Willows Road station to the thousands of homes in the North Rose Hill neighborhood up the hill to the west. Kirkland has long dreamed of creating a safe pedestrian and bicycle greenway connection from NE 100th Street on Rose Hill to the Sammamish River Trail in the valley below. Pedestrians and bicyclists could get up and down the steep hill safely and easily using ramps, moving sidewalks, escalators, and similar technology. This connection would make the Willows station accessible to thousands of students at Lake Washington Institute of Technology. And with the

existing bridge over I-405 at NE 100th Street, the station would also be reasonably accessible to bicyclists in the Highlands neighborhood and others along the CKC.

What might be the concerns with light rail up Willows Road?

Riding the train through downtown Redmond may seem a bit out of the way for people commuting between Totem Lake and downtown Bellevue or Seattle. But many of those who will live in Totem Lake and surrounding areas will be commuting to Redmond or Microsoft, and the Willows route would mean they would have a shorter ride without changing trains in Bellevue. Also, people traveling from Totem Lake to Seattle wouldn't have to change trains in Bellevue and stand on a crowded train for the second half of their trip.

The Willows route wouldn't serve downtown Kirkland with high capacity transit. But the fact is that downtown is very difficult to serve in a cost-effective way because of all the existing development, because the height of the water table may make it hard to tunnel under, and because it is so close to the lake that the service area from which a station would draw is much smaller than it would be if the route were further east. Serving downtown Kirkland with transit cost-effectively will likely require an east-west connection. Besides, downtown Kirkland is not a designated urban center, and many people don't want it to be.

The Willows route wouldn't serve the Google campus directly, but a Willows station would serve more employees in more businesses than a stop at Google. The light industrial area around Google is surrounded by homes and there would be strong resistance to any expansion, which means employment growth there is limited, while there is far more potential for growth along Willows. We should think about what is best for the region and not just what is best for Kirkland.

Putting light rail on the CKC will always have strong neighborhood opposition, because it would be literally in the back yards of hundreds of homes. There might be some angst about going along the edge of the protected agricultural area in the Sammamish Valley, but the simple fact is that putting light rail along Willows Road is in nobody's back yard. The path of least resistance to get light rail to Totem Lake is up Willows Road, not up the CKC.

ST3 proposes light rail from Overlake to southeast Redmond, then a big left turn into downtown Redmond. That line is perfectly positioned to extend further northwest to the next urban center in Totem Lake, and then, in a future phase, to extend again to the next urban center in Bothell.

This Willows Route should be included in ST3 in order to garner increased voter support in Kirkland. But if it isn't, at the very least it needs to be part of the proposed Bothell-to-Bellevue transit corridor study to insure that all viable alternatives are considered.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date
05/02/2016

Comment Source
Email

Zip Code

Comment

As you are no doubt already aware, our region is, despite significant investment in our road and highway networks, choked with traffic. We are in dire need of an alternative and, having voted down true rapid transit in the 1970s, we now need to make up for lost time. The best answer we currently have available is Sound Transit 3, which I (in general) enthusiastically support.

I read the draft plan for ST3 with some trepidation, however, because any investment of this magnitude must be done correctly. Building a transit system that is ill suited to the needs of our region will only put us further behind, leaving future generations to not only build what is needed but repair our mistakes. Additionally, ST3 heralds the completion of the light rail spine, the current goal uniting city and suburbs, making the existing governance model ill-suited to any further construction.

In this letter I will outline my concerns and suggestions ordered by subarea, in the hope of a better final ST3 package and a more prosperous future.

North King Seattle is the core of our urban region, and it is here that it is most critical that we build the right transit, and to a high quality. To wit, the most important flaw in the draft ST3 plan: Ballard-downtown must be fully grade-separated. This is the single most important line in ST3, with the most riders using it and some of the biggest effects on travel time; and it must be built right. Ideally this means a full tunnel to a similar quality as U Link, but a mostly elevated line would also be acceptable (but please avoid a drawbridge over the ship canal). This concern is the only one that, if not addressed, would lead to me seriously considering voting against ST3.

A few more points to consider:

? I would strongly urge the funding and construction of 130th St. station as an immediate part of Lynnwood Link. This station is vitally important for connecting to crosstown transit, transforming Link into the trunk of a proper holistic transit system.

? While I understand that the significant engineering challenges inherent in the Ballard line mean it will take longer to complete than other projects, please begin work on it as soon as practical rather than forcing it to wait for other lines to complete before even starting.

? The second downtown transit tunnel is vital to the smooth operation of the Link system as a whole, and as such should be considered a regional asset paid for by all subareas regardless of its physical location. After all, (with the exception of the Issaquah line), all trains go to downtown.

? Please make a Ballard-UW line a provisional project, and build passive provision for both a connection to such a line and a future extension northward in the Ballard-DT line.

Snohomish County The diversion to serve Paine Field on the way to Everett adds significant cost, travel time, and construction time penalties to the Everett line for benefit that is questionable at best. Paine Field would be better served with either a bus feeder or light rail spur connecting to the Link spine. Any service to Paine Field should include multiple stops so as to conveniently serve the Boeing factory, main airport terminal, and the Future of Flight Center; none of which are located within easy walking distance of the others.

East King First off, let me voice my support for completing East Link with the DT Redmond extension. Beyond that, the obvious hole in the draft ST3 plan is Kirkland. I urge the addition of an LRT line on the Eastside Rail Corridor, through-running with the Issaquah line, and branching to serve both downtown Kirkland and Totem Lake. Branching would allay the city council's fears of lack of service to future development at Totem Lake while still serving the existing activity in downtown. I would also remind the

board that, while they are vocal, the "Save Our Trail" group represents a significant minority of interests in Kirkland. And, a trail can easily coexist with light rail trains!

If light rail to Kirkland is not built, this increases pressure that the I-405 BRT service be built to the highest possible quality. This service is vital to the eastside and should be built to the same quality we expect from Link service, with full dedicated lanes and convenient stop locations. If a direct HCT connection to downtown Kirkland is not possible, consider funding a high-frequency feeder service along NE 85th St.

South King I am not very familiar with the South King subarea, and have little to say on it.

Pierce County Pierce county is where I most disagree with the draft plan, because I do not believe that connecting Tacoma to the Link spine would bring significant benefits to the area. Link would not be time competitive with the existing ST Express bus service at any time except peak of peak, when traffic on I-5 is at its worst. What would be potentially transformative, however, is all-day bi-directional Sounder service. While I understand the difficulty in acquiring more time slots from BNSF, I suspect that this could be achieved for a similar cost to building out a whole new grade-separated ROW for Link. I would request that this is at least studied.

Pierce County is also in dire need of improved local transit. High capacity transit is of limited value without a robust feeder network, which the Pierce Transit network is not. An operating subsidy to Pierce Transit to increase service on lines feeding HCT would be valuable, as would dramatic expansion of the Tacoma Link network. I would also call specific attention to Pierce Transit's Route 1 BRT project as an area in which Sound Transit's support would be useful.

General Much has been written about the lengthy timetable for ST3 but, while I fully support efforts to speed up planning and construction, it is far more important that we do this right than that we do it fast. ST3 is an investment that will be felt for hundreds of years by many generations of our heirs. I support streamlining the process, but let us not cut corners with the product.

Finally, the ST3 proposal contains a worrying amount of parking. The money spent on expensive parking structures would be much better spent on the transit service itself. Parking is an area that would be much better left to the private market or individual cities. If parking is to be included then I strongly urge the adoption of the following policies:

? In the event of cost overruns, parking shall be cut first rather than cutting or degrading the core transit service.

? All parking built as part of ST3 shall be charged at a nominal fee to encourage efficient use.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
05/02/2016	ST3 Web Form	98005

Comment

I am a public transit supporter, but this proposed plan strains my ability to be a supporter of further investment in public transit. For example, I simply cannot accept the proposed routing between Issaquah and downtown Seattle. I've lived in Issaquah and currently live in Bellevue. I've commuted extensively using the Eastgate Park and Ride to and from Downtown Seattle. It is ludicrous to propose a routing from Issaquah to downtown Seattle through Bellevue, rather than directly along I-90. Sound Transit has lost sight of the importance of providing efficient public transit. If there are impediments to direct, efficient rail routing either those impediments need to be solved or ST needs to utilize non-rail alternatives. The answer is not rail at all costs and for however long it takes to implement. Cost efficiency needs to be accounted for, as well as consideration of how long it takes to implement public transit improvements. Currently there is insufficient public transit between the Eastside and downtown Seattle. We can't continue to wait around for solutions that may take 20-30 years to build and then will not be optimized in their efficiency.

Sound Transit 3 - Draft System Plan
Comments Received (East King County)

Comment Date	Comment Source	Zip Code
05/02/2016	ST3 Web Form	98056

Comment

I find it interesting that the city of RENTON is not included in Eastside reports in the news and not included in your brochure dated April 2016!!!

You are going to eventually take the Lite Link to the very small city of Issaquah and south to Tacoma but not our city of RENTON. Or 405 is one of the busiest freeways between Tukwila & Bellvue. The lite Link has a station in Tukwila that runs to Seattle and is great. Why can't you run the Lite Link from it to Bellevue?? Another bus system to run on the shoulder does not help the regular traffic lanes now. Adding another bus system won't either. Renton pays taxes to the state.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
03/24/2016

Comment Source
ST3 Web Form

Zip Code
98092

Comment

Worst plan map i have ever seen. You're asking us for hundreds of additional tract sales power household to add more buses to already crowded roads. There should be a light rail option for the entire 405 corridor - a corridor that is desperately in need of a transit solution that won't sit in traffic with the rest off the vehicles on the road (busses will not solve this problem)...

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
03/25/2016

Comment Source
Email

Zip Code

Comment

Hello:

I've been a proponent of Sound Transit since its inception. Just a couple of requests:

1. Can you provide me with a plan for the second downtown seattle bus tunnel, not sure of its alignment and will it connect to other of the bus tunnel stations. Where will the portals be?
2. Is there a more definitive map of the light rail improvements/expansion available contemplated within ST-3?

FYI- I'm planning on voting yes. I live in Federal Way and have used the regions transit systems for over 40 years (Metro, Pierce Transit, Sound Transit).

Thanks:

Comment Date
03/25/2016

Comment Source
ST3 Web Form

Zip Code
98168

Comment

I am a resident of Tukwila. In fact the Link Light Rail runs parallel to my house, which over the years I have come to live with in some harmony despite the initial growing pains that ensued during construction and initial implementation. I have worked in Seattle for the past 15 plus years, but seeing as there are no rail stops north of my house with parking and I never wanted to drive south to commute north (which I found counterintuitive) I have relied on Metro for transit needs. With the recent expansion and opening of the new Capitol Hill station I was excited and decided to start riding the Link Light Rail, unfortunately so did a lot of other commuters from the south end and we all seem to be experiencing the same grief. How does Sound Transit expect 100s to 1000s of commuters from South King County to ride the Link Light Rail when there is such limited parking available? The one-level parking lots at the Tukwila International station, both the main and the overflow lots, are completely filled by 6:40am so unless you work at 6:30am or earlier you are pretty much out of luck. Why was there no design to have multiple level parking lots available at that station? And why was there no design to include parking stations along the route at stops along MLK? It is unrealistic to expect commuters to walk or ride their bikes for a considerable length just to access the Link Light Rail. I find it unacceptable that Washington State and the Cities of Tukwila and Seattle, all of whom strive on citizens reducing their carbon footprint, did such a poor job of planning in that aspect. I certainly hope that the planning committees for future expansion will make parking a priority, and to look at accommodating the current and growing need for parking along the current routes.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
03/25/2016	ST3 Web Form	98188

Comment

I have been a mass transit rider for many years and have watched the system finally start to get useful to a significant number of people. However I have noticed one thing missing from station designs: Weather protection for co-located METRO bus riders. This has a significant influence whether people will consider switching to mass transit or not. The train stations themselves are generally okay for protection but if there are adjacent METRO Transit connections (like at Tukwila LR Station), often the bus areas offer little to no protection for waiting patrons from rain and wind. Chairs are usually wet. The north/south winds go right through the waiting areas. The designs seem to favor sunnier climates that Seattle. Please consider these factors in future designs and consider whether changes could be incorporated into existing stations to help this. THANK YOU!

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
03/26/2016	ST3 Web Form	98038

Comment

The south east area is missing in the plan? Maple valley, Covington etc have a poor bus service. Look at growth plans and revisit your plan. The feed back I'm getting is that nobody on the east side south will vote yes.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
03/29/2016	Email	98058

Comment

Okay, I have reviewed the BRT for i405, but wish more could said for are area.

On Mar 29, 2016, at 6:56 PM, wrote:

How come Sound Transit does not have open houses close to Renton? Sound Transit is not building light rail near us, so they keep us out?

We want to learn the proposed bus service and transit plans for our community. Is Sound Transit going to provide bus service open house proposal? I find it difficult to pay \$18.00 per month with no plans or open houses.

The Sound Transit CEO stated on KUOW there would be a variety of projects in other areas. My grandmother used to shop at variety stores. They are known as Dollars Stores now.

Hope it can shown to us.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
03/29/2016

Comment Source
Email

Zip Code

Comment

I am appalled that there is absolutely nothing planned for southeast king county. How are we supposed to get to Sounder? There are vague statements regarding more parking at rail stations. This is quite embarrassing that there wasn't an ESJ lense attached to this ignored section of the county.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
03/29/2016	ST3 Web Form	98002

Comment

I was just looking through ST3 but could not find the information I was looking for. Is Auburn station going to get additional parking?

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
03/29/2016	ST3 Web Form	98031

Comment

Hi, my only problem with this plan is one of the biggest concerns about our traffic in the region. There is no light rail plan for the I-405 routes at all. Some of the worst traffic is from Renton to Bellevue, and there is no plan from now through 2044? I feel like that is a major concern for a lot of south king county/pierce county. The traffic on 167 is always backed up to get anywhere because of the I-405 N route. Please look into this. Maybe help me understand how the old BNSF rail can't be turned into a light rail route.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
03/29/2016	ST3 Web Form	98058

Comment

Having lived in Montreal, I am a big proponent of "Metro" travel. However, I cannot vote for the ST3 plan. ST# all but ignores because this plan ignores the east side I-405 corridor (except for short links to Mercer Island, Bellevue, Redmond, and Issaquah), and instead proposes unreliable and slow bus service, at the same time ignoring an existing right of way on existing train track. The lack of planning for the I-405 corridor is easily explained by the total lack of Sound Transit board members from the North and South I-405 cities. In addition to ignoring the population on the East Side, the state also proposes and has begun implementing large tolls on the I-405 freeway and the 520 floating bridge. It feels as if the east side is being asked to provide the money for congestion relief on the I-5 corridor, and gets little to nothing for it. I cannot vote for this proposal.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
03/29/2016

Comment Source
ST3 Web Form

Zip Code
98166

Comment

This is a joke, right? If not, this has to be one of the most ridiculous tax proposals ever. You are looking to build a system that I can't use and won't use. In addition, the system is fixed and cannot be adapted to changing demographics. At least buses can be moved as required to serve the most users.

Rather than tax the entire area, how about the riders / users bear the brunt of the cost? Because, you already know that riders can't afford to pay for such an expensive system and I am sure that each rider will be heavily subsidized - again, by the taxpayers.

There is no way that I can support ST3. And, ST has certainly not provided the past / current projects in a timely manner. I have absolutely no confidence that ST3 can be managed in an effective manner.

You also expect me to pay for a system I may not even live long enough to use - again, I have no intention of ever using ST systems.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
03/30/2016

Comment Source
Email

Zip Code

Comment

Is Sound Transit going to provide more detail regarding the financing behind the draft plan in advance of the public meetings?

The reason I ask is the \$50B package is from what I read on your website 80% devoted to Capital projects. Yet when I add up the total costs of all the projects listed in the draft system plan, I get nowhere near \$40B (I get somewhere in the neighborhood of \$20-25B).

I understand that there are issues with cost projections and inflation and that the cost estimates of the projects are in 2014 dollars, though it's unclear to me whether the \$50 is in 2014 dollars as well. If it isn't then that would help explain some of the difference though I wouldn't think all.

The only other consideration would be the costs of bonding, though with the long time frame you have scheduled to deliver these projects I don't see how that could explain the difference.

At any rate, I'm hoping more details on the financing can be shared with the public, since there is concern that I hear that the project list doesn't include enough, or the time for delivery too long (some argue both, but that makes no sense).

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
03/30/2016	ST3 Web Form	98058

Comment

I think you have given nothing to the Renton-kennydale -I-405 commuters. Where is our representation in the st3 decision making process ? I think we are forgotten BUT you will certainly want our YES vote on this effort! Get something on the plan for Renton!

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/01/2016

Comment Source
Email

Zip Code

Comment

Comments regarding the forthcoming vote.

While wholeheartedly in favor of mass transit, I ask myself why I should vote for this issue when sound transit throws Renton, east Kent and Newcastle only token support yet we are asked to pay for this light rail expansion with no clear benefit. Northbound

SR167 and south I-405 are almost unusable except between 11-2 pm and southbound after 8 pm to 4 am. Yet no discussion of light rail to serve this busy corridor has been proposed.

Think of all the miserable commuters who drive for two hours ONE WAY via 405 daily to work in Everett at Boeing when commuting from auburn, east Kent and Renton.

To add insult to the already north bound quagmire in the AM, there is discussion of transferring HYWY 900 onto I-405 from Rainier ave south to 405.

if we drive over to Tukwila to use the train, to go to Seattle, there is insufficient parking, except after 5 PM and even that doesn't work out if there are major events occurring in the city even on the weekend. So why should I vote for this? Even if I live to be 100, it won't serve Renton or east Kent. Our total population exceeds the suburbs of north King.

This is from someone who has in the past supported all transit and public measures.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/02/2016	Email	98166

Comment

To whom it may concern:

My taxes are too high now. In no way will I vote in favor of any tax increase.

Any transit plan should be financed entirely by user fees.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/02/2016

Comment Source
Email

Zip Code

Comment

I just received your info mailer titled, "time to decide". For the 1st time in 30 years and through multiple transit support votes I may DECIDE to not support ST3 BECAUSE YOU HAVE NOT PLANNED TO OFFER A SINGLE LIGHT RAIL LINK TO THE RENTON AREA!

WHY NOT??? You want votes from this sector of the greater metro area in order to put the ST3 plan into place HOWEVER don't think for a moment that once the original recipients get light rail they will be willing to tax themselves AGAIN to get it to others. Put us on your light rail plan we are just as deserving as the other 3 quadrants of the Seattle metro!!! I would appreciate a response from a live person!
From Mary, a real live voter.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date

04/02/2016

Comment Source

ST3 Web Form

Zip Code

98055

Comment

Dennis Law and the entire Renton city council should be ashamed. Why is there no link light rail planned along I-405 between the South -end and The East-side? this is the most congested stretches of freeway in the region. Two large employment centers is this gerrymandering? I will attend Renton City council meetings to express my outrage and contempt. I will get out the vote in Renton against this flawed proposal.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date

04/04/2016

Comment Source

Email

Zip Code

Comment

I did want to attend one of the open house meetings to complain about the lack of any plans for improvements to transit service in the Soos Creek Plateau area. Then I looked at the list of locations, how conveniently located they are.

Ballard

Tacoma

Everett

West Seattle

Federal Way

Redmond

Seattle

None of these locations are anywhere near SE Renton where I live. It's as if Sound Transit doesn't know that the Soos Creek Plateau exists! I won't be attending an open house and I won't be voting for the ST3 proposal unless it is revised to provide service in the area where I live. I don't want to pay taxes to support improvements that don't extend to my area and provide at least some benefit to me.

Comment Date	Comment Source	Zip Code
04/04/2016	Email	

Comment

Sir/ Madam,

I live in the city of Milton in Pierce County. The location where I live is about 6 miles from Federal Way Transit Center (FTC) or from Puyallup. It is about 10 miles from Auburn Transit Center. I commute the University of Washington Seattle or Bothell campuses. Due to various reasons, my commute doesn't match with a 8 am – 5pm schedule. There are days when I may leave home past 9 am. Tacoma transit center or Puyallup only adds to my commute since I am headed the 'wrong' way. Also given the time at which I start my commute, I am unable to take a ST commuter train from Tacoma or Puyallup or Auburn.

Regardless of where I start my commute, I always drive to a park and ride since the last mile connectivity from home to a park and ride is served only by Pierce transit which plies once every 30 min, at the best.

Under normal circumstance, I drive to the nearest park and ride (FTC), and take an ST express bus to Seattle and then another ST Express bus to Bothell. A normal commute will take me an 1 hr and 45 min each way. In the past two years, the FTC parking is full by 8:30 am. I have often driven to Auburn/ Kent parking ride to take a ST express bus along WA 167 and I 405. These park and rides are also to capacity and recently I have been driving to Renton. This park and ride has 3 empty floors and only two floors are available free of cost for commuters. I take a ST express bus to Bellevue and then to Bothell.

For the last 7 or eight months, I have succeeded in parking somewhere and taking a public transport to my work twice for every 10 attempts. My U-Pass goes to waste, \$ 99/ quarter cost to me. I end up driving to Bothell since I can't find parking. Even with the known traffic bottle necks along the way, the commute to Bothell takes me 1 hr – 2 hrs (worst case). Average is about 1 hr 30 min. Driving to campus costs me \$12 for parking and gas. By the way, I drive a 45 mpg hybrid car. That makes me wonder if I should continue my reliance on public transport which appears to be there but not for me! Also I am not convinced that there are specific proposals in the Sound Transit 3 plan that will address my concerns. There is continued over emphasis on providing light rail connectivity to locations that are well served by ST express and King Co transport. It is also not known if the light rail solution, inspite of having its dedicated pathway, will actually reduce the commute time given the number of stops (increase the number of riders) it should have to make it financially viable.

- It will be nice if Sound Transit provides direct express bus connectivity from Federal Way to Bellevue.
- Also please improve the parking situation in the Federal Way area and in Renton, including using the satellite parking in Federal Way park and ride and South Federal Way park and ride.
- While providing additional parking at the satellite locations, it will be an added relief if the commute time does not increase by more than 15 minutes or so.

These solutions, to me are modest, achievable with the resources we have (hopefully) and does not require a multi-year and several 100s of million dollar plan like it takes for a light rail. Such simple steps, combined with a reliable, fast last mile connectivity will even enable me to be totally free of having to take my car out.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Thanks for taking the time to read this e-mail.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date

04/04/2016

Comment Source

Email

Zip Code

Comment

Here are additional thoughts on the proposed ST3 ballot issue.

The sound transit committee asked for public input and scheduled meetings in every sector of the county that ST3 proposes to serve. The sector they propose NOT TO SERVE was left out of public hearings this spring completely.

Yet it is hoped we will vote to add 2800 dollars a year to our tax obligations even though we don't benefit from this proposal for increased mass transit in SE King county.

Unless the committee puts forth a very very good quickly implemented proposal for improved mass transit in one of the highest congested areas that is SE King including SR167/ I-405 and SR 169, and SR 900 through Renton, I will go out and work against this proposal for ST3.

How can the beleaguered SE king and Pierce county residents who commute to the green river valley to work in the warehouses, who commute to Everett daily to Boeing, and to Microsoft from SE King be disregarded? There are a lot of low income people who have to move outward to find a place to live and they have to commute adding to stress on their health and families. Yet they are the grist that allows this community to function.

It looks like the wealthier areas get served first, but expect a working class area to pay taxes to make wealthy transportation easier. It also looks like it is still north south focused to serve Seattle and Bellevue, while ignoring the reality of east-west transportation except for Bellevue and Redmond. The committee needs to think more expansively and more prospectively to consider how they can implement some immediate remedies for the ENTIRE county, not just Seattle and the wealthy increasingly unaffordable areas of the county. Be courageous about asking for a larger package that is inclusive of all of us. In 2012 Renton was on the prospective light rail map. We even have a railroad bed in place for most of the distance except Tukwila to Renton. That construction could be implemented quickly. Why did you remove that proposal?

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date

04/04/2016

Comment Source

ST3 Web Form

Zip Code

98092

Comment

This system does nothing for me. I work in Issaquah and live in Auburn. I would need to do 3 bus transfers to get from my house to my work. Instead of building all these fixed route travel options, why don't you work on plans that would help everyone? We need to develop group transit from various communities to large employment centers (i.e Boeing, Costco, Amazon, etc.) point to point, rather than depending on set transit routes. With technology being what it is, information can be gathered on the amount of people going from one community to an employment center, thus allowing transit to provide adequate amounts of transport at the various times people need to get to work. Persons could even reserve their seat for a set amount per month. We need a transportation system that will use technology to its advantage to direct resources to where they will benefit the commuter the best.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/05/2016	Email	98001

Comment

While I detest being stuck in traffic I am much more concerned about keeping my home. I cannot have my property taxes increase by ANY amount. Any increase would put me out of my home. In these economic times I am appalled that you have the audacity to ask homeowners to pony up. FIND ANOTHER WAY! I also have been watching the ridership on the buses (only commute time buses are full) and particularly the rail that runs from the airport. Very few riders on that rail. Those are very, very expensive rides! I will have no choice but to vote "No."

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/06/2016

Comment Source
Email

Zip Code

Comment

I'm writing to vent my frustration regarding the lack of service to my community and the continued harassment on my opinion to Sound Transit service.

I live in the 98058 Area code 2 miles outside of the 405 freeway. I live off Maple Valley Highway which is the main corridor for the South East King County Residents. Sound transit plan have never included this area for service needs.

I work in seattle and ride the bus in 1 x a week. I must catch the last bus that goes by my house (the stop is a 15-20 minute walk on a very dangerous and busy highway without sidewalks) at 7:30 am and then must catch the last bus out of seattle which leaves at 5:30pm. There are no other buses that I would be able to catch later than these two as NO BUS WILL serve my area later than that. without a vehicle this limits my ability to socialize, commute and gives a bad taste of the public transportation. a good majority of the workers in the inter city of Bellevue, renton, Seattle etc commute from this area yet the service is inadequate. Many people from this area will not consider public transportation due to the poor service and lack of service yet Sound Transit continues to ask for our opinion. I have lived here for 44 years and have not once reviewed any plan that will include these outer urban suburbs where most of the people live. I continue to give my opinion yet my generation feels like it has not been heard due to lack of recognition of my area and lack of recognition that a need is out here

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date

04/06/2016

Comment Source

Email

Zip Code

Comment

To whom it may concern:

I skimmed through your draft plan. I am pretty disappointed that the capital improvement projects included in the plan do not really address the issues that the riders are facing. I am a regular ride of Sounder between Auburn and King Street station in Seattle. I see two main issues that Sound Transit should really think about: parking at the train station and frequency of the runs. Parking has been a major problem as we all know. Most commuters who has flexible work schedule started taking earlier and earlier train just to be able to find parking spot at the station. I used to take a train around 7 AM when I first started riding Sounder in 2004. Now I take 5:55 train. Second issue is the frequency of the train. It is still 20-30 minutes between trains. I would like to suggest that instead of spending money on expanding platforms to accommodate 8 car trains instead of 7 car trains, that money should be spend on building additional park garage. I am open to off-site parking if shuttles are run frequently between off-site parking and the train station. Thank you for this opportunity to provide my two cents, and I hope that the leaders of Sound Transit truly understand the issues facing the riders and come up with a plan that will effectively and efficiently address such issues.

Thanks,

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/07/2016

Comment Source
Email

Zip Code

Comment

Please give us a Park and Ride in Renton Highlands OR off Maple Valley Highway!!!! No one likes to drive in downtown Renton. There are weird one way streets, many stop lights, 25 mph speed zones and generally no good way to navigate that mess. Putting a park and ride in downtown Renton seems stupid. Please give us a park and ride in the highlands or off Maple Valley Hwy where it will be more accessible. We live in the Renton Highlands but we use the park and rides in Issaquah and Bellevue because downtown Renton is very inconvenient to get too.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/09/2016	Email	98023

Comment

Well I took the survey, but the screen went blank as I neared the end, so let me boil it down to this I think the extension of light rail trumps everything else; and particularly north of Seattle and along I-405 and 167. If you can't get the glitches out of this website, what does that do for my confidence level in the projects?

Comment Date
04/09/2016

Comment Source
Email

Zip Code

Comment

Let me first say I fall in that group of people that would be considered strong supporters of mass transit and I have traveled to Europe and always come back saying why don't we have public transit like this!?! In my feedback on this plan I won't dig up the history of failures and missed opportunities only to say the plan that is proposed is what we should have had 20 years ago and say we put the 1st person on the moon in less than 10 years.

This plan is a non-starter as it completely ignores the fastest growing, historically most congested, traffic corridor where five major highways converge and is feed by traffic from an international airport and one of the rejoins largest employers. Having some experience in tackling large complex problems involving many stake holders with technical and political issues to resolve I would have chosen this location as a cornerstone of any plan.

This location also has many kick starters already in place that would be operational within just a few years, not decades, help get fast payback on initial investments such as a light rail system feeding the airport that could easily be tied into an unused rail corridor that would feed the entire eastside.

[image]

(Just in case your email system removed the picture it is a WSDOT maps of Renton were 405, 167, 169, 15, 900, 518, converge on a typical traffic day.)

Buses should be the last resort and only be use to connect the last mile to help people get to light rail and never used on freeways.

So this plan that has us waiting 25 years for more buses and does not address Renton that is a lynch pin between the west, east, a south commuter and commerce traffic needs is just a non-started.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/09/2016

Comment Source
Email

Zip Code

Comment

Hello,

I have just completed the survey online for the proposed Sound Transit 3 expansion. I would like to respectfully submit that a stop needs to be built nearer the Highline College Campus than 272nd St. Move it closer, please! There are almost 10,000 students and hundreds of faculty and staff that go to this campus every single day. How many go to 272nd every day? Many of those are international students, who rely on rapid transit options for all their transportation. They contribute a lot to the local economy in Des Moines.

As it stands now, there's little parking and just bus stops at Highline College. There is no hope that this will improve even with an expansion of light rail. I love light rail! Every time I go anywhere past Tukwila I use it! It's awesome; I also use the bus and I can tell you, it's irritating when I see students standing there at Highline worrying about getting their phones stolen, getting accosted, or get propositioned (I have heard all of these things have happened while waiting at the bus stop there). I am not saying this will change with light rail, but why make it harder for the thousands who use Highline College when you could move the 272nd stop just a little bit and make a big difference.

I used Link to get to the the 520 bridge opening last weekend. I noticed that it stops right on the campus of a hugely important traffic area--University of Washington Med Center, Husky Stadium and the UW campus. Don't all our colleges deserve the same?

Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/11/2016	Email	98118

Comment

Hey there,
I appreciate the survey and the community meetings you have organized. I was wondering if it was too late to add a meeting in South Seattle? This community has a lot of transit oriented experience, having been the early recipient of light rail, and would prove invaluable to the expansion conversation including 1) support for transit connections to the light rail spine of our growing regional system, 2) how small business can successfully weather light rail construction, and 3) how to symbiotically work with developers in urban villages for equitable transit oriented development that follows new light rail station construction . Plus, the South Seattle community has a stake in ST3, having long advocated for a Graham Street station.
I hope you will consider hosting a productive ST3 conversation in South Seattle. I would be happy to help organize.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98002

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

I would like to see more/better bike storage on sounder trains. A simple solution would be putting hanging bike storage in that the current bike storage is. 4 bikes could fit in the area where 2 bikes currently fit. Please also consider designating one car as the bike car where the down stairs section is all converted the bike storage. This would separate bikes from the rest of the passengers and avoid contention and generally make riders happier. Thank you for the facilities you currently offer and I hope we can see improvements as cycling and transit increases.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/13/2016

Comment Source
Email

Zip Code
98042

Comment

None of this helps the people of Covington. I don't want my property taxes used to serve the big cities. If I wanted to use light rail, there is not any parking near the stations. If you are not within five miles of light rail, you shouldn't have taxes taken to pay for it.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/13/2016	Email	98056

Comment

Hello, Looking over your draft plan I do not see any solution that will address the worst congestion in the area. The I-405/197 corridor. Objectively by looking at the traffic map on a daily basis, it's the last to clear going North in the morning as well going South in the evening. The rapid bus as proposed doesn't even show a stop in Renton with no connection from south of 405.

Bases on my admittedly limited knowledge of the geology, this corridor may be ideal for narrow tunnels so light rail can be put in, at least looked at.

Regards,

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/15/2016	Email	98168

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to INCREASE investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

I want to support ST3 but my vote is contingent on adequate investment in biking and walking.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/17/2016	Email	98055

Comment

It is entirely unfair to people living in the Renton area that we have to pay taxes for the sound transit--- as IF we benefit---BUT WE DO NOT BENEFIT ONE BIT!!!

We have train tracks going right through the very heart of downtown Renton, and yet, does Renton have ANY reasonable access to ANY present or future light rail? NO!

My first choice would be to have light rail from Renton---either to Seattle or Bellevue. We are, after all, right at the bottom of Lake Washington and a perfect location for light rail AND we have tracks all the way along I-405 straight to Bellevue. But I know that nothing will be done to improve transportation for Renton citizens because of politics, so we should NOT be required to pay for everyone else's transit!!!

I'm 5 minutes from Fairwood and they don't pay. When I go to downtown Seattle, it is not a viable option to go far out of my way to take Sound Transit from Tukwila, but if I want to take a bus, it's impossible to find a parking space at the Renton Park & Ride after 7:00am.

I'm angry all the way around. Why are we so far behind Portland in a decent transportation system? And, yes, I'm VERY tired of getting stuck in traffic!

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/17/2016

Comment Source
Email

Zip Code

Comment

Dear Sound Transit Personnel:

Please get us better transportation from Renton to Downtown Seattle. We have so few bus running from Renton to Seattle.

There is the 101,102,106. 143, 111, 114

I mostly ride the route 111. How ever often buses don't show up, short buses show up. We have to by-pass half the route. Several riders have taken to driving to EastGate park-n-Ride. to catch one of the buses out of there. I am almost there myself. So drive Hwy 900 to Issaquah to catch the 214.

Help We need better transportation to downtown Seattle. Why cannot a bus run from Seattle stops to downtown for us commuters.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

83,000 new residents within 10 years and a major growth portion of the area is missing in your plan... Consider Maple Valley City as a major collector point running down petroviski road where an existing water corridor can serve dual purposes.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/20/2016	Email	98032

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station.

I strongly urge Sound Transit to give cyclists and pedestrians at least as much priority in ST3 as they do people parking cars.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/20/2016

Comment Source
Email

Zip Code

Comment

I just wanted to express my support for a Boeing Access Road station! I would use this stop to get to work in Seattle!
Thanks,
[name]
Tukwila resident.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/20/2016	ST3 Web Form	98178

Comment

Why is the Boeing Access Road Station shown as being in North King subarea when it's clearly going to be in Tukwila in South King? That money should be going to build North 130th Street instead!

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/21/2016	Email	98055

Comment

Renton City Council calls out Sound Transit for lack of Renton projects
by BRIAN BECKLEY, Renton Reporter Editor

Renton City Council members and administration officials gave Sound Transit representatives an earful on Monday, April 18 during a Committee of the Whole presentation on this fall's ST3 package. Renton leaders have for years been quietly complaining about the lack of facilities offered to the taxpayers of Southeast King County, but that bubbled over Monday night as one after another the members of the council questioned why the fourth-largest city in King County is repeatedly left off the project list for Sound Transit money. This year's \$50 billion package includes extending light rail north to Everett, south to Tacoma and east to Redmond and Issaquah, as well as enhancements to the Sounder system.

The project also includes a bus rapid transit project along Interstate 405, to be completed by 2024, and the construction of a new transit center in south Renton, proposed for the corner of Grady Way and Rainier Avenue South.

But the relative lack of projects in Southeast King County — again — made members of the council and the administration question why anyone living in the region would vote for the package, considering that Renton residents pay about \$20 million per year in sales taxes to Sound Transit but have little-to-nothing to show for it.

The final straw seemed to be a slide showing a list of open houses regarding the new package that did not include a single session in this part of the county. The closest locations to Renton that will host an open house on ST3 are Federal Way and Redmond.

"So residents of Renton have to traverse 405 and 520 to get to a 5:30 meeting on this package?" asked an obviously exasperated Ed Prince. "That doesn't seem equitable or fair."

"This is a complete and utter disservice to the 98,000 residents here in Renton," he continued, adding Tukwila, Kent and other southeast cities to the list. "They paid pretty good money to Sound Transit for not a lot of service and this is another stab of inequality."

Officials said each region is hosting a single open house and that Sound Transit is accepting comments through the mail and on the website for residents who cannot attend.

"My note here is 'how nice for them' because I don't see anything for Renton here at all," Councilwoman Carol Ann Witschi said after the presentation.

Councilwoman Ruth Perez said she was worried that the new proposal continued the past practice of spending money collected in Renton without "any tangible benefits to show for 20 years of taxes paid." "So I'm really concerned," she said.

Council President Randy Corman agreed, saying that most other cities got something in the first and second phases paid for by "our tax dollars and we have nothing like that."

He also said that Renton is the only city in the region with a major employer — Boeing — that lacks service.

"We're still waiting," he said. "And yet we're talking about putting a light rail to Issaquah where there's like 15,000 residents?"

City Administrator Jay Covington also weighed in.

"We've already been paying for 20 years — \$20 million a year in sales tax," he said. "This city has paid (and) the fourth-largest city in King County is virtually off the map."

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

According to figures provided by the city, Renton residents have paid a total of more than \$237 million in sales tax to Sound Transit projects since 1997.

Mayor Denis Law told the Sound Transit representatives — a pair of planners tasked with going to cities to explain the package — that he understood they were just the messengers, but this level of frustration developed over many years and the lack of services to the city has created a “high level of frustration for our citizens” who do not see the benefit of bus rapid transit coming to their city in 10 years while Issaquah gets a light-rail line.

The \$50 billion, 25-year ST3 package will head to voters in King, Pierce and Snohomish counties in November. A simple majority is required for passage.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/21/2016	Email	98058

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan:

ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly. Investigate using county and city bond financing capacity to accelerate design and construction.

Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.

Free parking at rail stations is not sustainable, and the amount of parking proposed to be built takes too much money away from transit system expansion. Sound Transit must charge for the parking it provides at the stations, and use the revenue to fund improvements for local bus, biking, and walking near the station area.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5.

Thank you for making the ST3 plan more sustainable for the region.

Sincerely,

Sincerely,

--

[4/23/16]

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

I live in Tacoma, people will lose interest in ST3 if we don't see something happening quickly- Sings of the proposed tram rout form downtown Tacoma to Tacoma Community Collage, or something. People without cars need to get to work now.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/21/2016

Comment Source
Email

Zip Code

Comment

PLEASE build MORE parking spaces in the areas (lots) where you want people to drive to when they park their cars before using the light rail...

We want to use the light rail more, but the Tukwila parking area is filled quite often.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/22/2016

Comment Source
Email

Zip Code

Comment

I'm emailing you to say that you're doing a disservice to Renton by NOT having a meeting in Renton to talk about transit expansion. How do you expect WORKING Renton residents to get to Federal Way or Redmond between 5:30-7:30pm?

Come on.... Please make a reasonable offer to our residents who ARE HUGELY impacted by LACK of public transit options, to make a statement IN PERSON (not just surveying or emailing) their feedback.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date

04/22/2016

Comment Source

Email

Zip Code

Comment

he exclusion of SE King county from the hearing process for ST3 has earned a "NO" vote from our household and a determination to go out and argue against the ST3 Proposal as it is currently written. We are expected to pay taxes and have no open hearing scheduled for us.

We are being told we will get rapid transit increase in 8 years. It doesn't take that long to build a bus or for that matter a transit center.

it doesn't take much effort to designate a lane for bus only use on 405 --certainly not 8 years.

We hear Seattle saying don't spend the money on parking. Does the committee want us to use the system? If so, we need places to put our cars because we can't walk 5-10 miles to reach a transit center or train where the minimal parking available is already jammed by 7 AM.

It seems like the Boeing commute from Pierce, and southeast King county is being ignored, especially as it affects most of the manufacturing and related activities in

Auburn, Kent and Renton, all of which are very far from hywy 99 and the Sounder train. We have been told Kent and Auburn are well served, but where does most of Kent and Auburn work and live? Not on the ridge near hywy 99. The factories are in the valley and the houses east of SR167.

There is also a huge commute between the valley cities, south east Pierce co, and Everett.

The committee has ignored the third, fourth and 6th largest cities in the county and we don't see why we should pay taxes to make the lives of north king and Seattle better when we get next to nothing and don't even get the Courtesy of a hearing.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/22/2016	ST3 Web Form	98055

Comment

As a citizen of Renton, I am angry to once again see that there is no proposed service to our city. Light rail is touted as an alternative to cars, but there is no service near the notoriously bottlenecked S-curves? Is Boeing not a large enough employer to warrant consideration of our city (the fourth largest in King County, which seems to have escaped Sound Transit's notice)? I'd like to see more local benefit for the 20 years of sales tax you've collected from the citizens of Renton and South King County.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/22/2016	ST3 Web Form	98058

Comment

I am voicing my opinion to others and will be voting "No" on this package. I believe we need a better mass transit infrastructure and more blacktop, but ST3 is too expensive for too little and again, the City of Renton is left out.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/22/2016	ST3 Web Form	98058

Comment

Kent and Renton are the third- and fourth-largest cities in the county, yet the ST3 plan provides no service to either of them. Each of those cities has three times the population of Issaquah, which the ST3 plan does cover, and Renton is home to one of Boeing's two major centers in the region. Interstate 405 is as congested as many of the major thoroughfares into Seattle, thanks to the volume of commuters passing between those cities and Redmond and Bellevue. Bus transit is inadequate for this level of congestion. We need a light rail line that parallels I-405 and links to the other lines near the north and south ends of the lake. The existing Eastside rail corridor would make it unusually easy to acquire the necessary land for such a line. This line would provide service to Renton and knit together the other eastern branches of the light rail system. Ideally, a branch would also extend to Kent, but a line that parallels I-405 is indispensable. Until we have it, we will not have a complete regional transit system.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/23/2016	Email	

Comment

To whom it may concern:

My name is [name] and I am commuting Renton- Seattle ,
Seattle - Renton during the week, Monday-Friday.

I am taking the bus 111.

For two weeks the bus is late and having a short bus instead of a
long one results into an uncomfortable travel.

My suggestions are:

- 1) More buses and long ones instead of short ones.
- 2) Request to remove any charges on carpool lanes. Public roads are built and maintained from peoples taxes. It shouldn't be more charges. Since a fee was added to the carpool lanes the traffic became worse.
- 3) If the bus has a problem, please be prepared to replace it immediately.
- 4) No more raises on bus fares.

Thank you for your time and consideration.

Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/23/2016

Comment Source
Email

Zip Code

Comment

I am very confused at the lack of available transportation services (AND importantly, AVAILABLE parking options that are convenient, safe, and at little to no extra cost than the taxes we already pay for those same services) for the Renton, Tukwila, and in general all of the South Seattle area of King County. A very large population lives and commutes from this area to Seattle and surrounding, and a good amount of people commute TO THIS AREA to work at one of the state's largest employers, Boeing. There are countless other big companies that operate here.

There are 98,000 residents in Renton alone (the fourth largest city in King County), and countless others commute from areas beyond. WE ALL compete for the same (NOT AVAILABE) parking spaces. I live 24 miles away from my place of employment in Seattle and I have no workable way of commuting to my job downtown Seattle via mass transit...that allows me to drop off and pick up my child from daycare by certain times / on a schedule, and also commute to and from work within a consistent amount of time so that I am able to show up to, and leave from, work without further delay or penalty (additional wait time for the method of mass transport to arrive or depart, or discipline from my employer).

I have taken the bus, the train, the light rail, and I now drive my car daily (even with an employer-paid Orca card in-hand).

- **BUS:** I still need to drive to a park & ride from my home and there are NO PARKING spots available at the park & ride on Grady Way. A commute by bus takes a minimum of 2 hours from door to door (my home to work), if you can actually find a parking space. NOT WORKABLE.

- **TRAIN:** Plenty of parking, but there are no available routes after 6pm or so—for the commute from Seattle back to this area. I have had trouble making it TO King Street Station in time for the last departure for the ride home. I often work until 7:00 or so and typically don't have the luxury of advance notice of days I will need to work late. If you work past the last train for the night, the Orca Pass customer service will provide assistance for alternative means of transportation including a cab, but you still need to wait for the cab to get there—then travel to your car, before finally getting home for the day. NOT WORKABLE.

- **LIGHT RAIL:** Again, NO PARKING. I have tried the Tukwila Int'l Blvd Station, and have even secured monthly parking at a Safeway grocery store near one of the stops—but because of my frequent late hours, I do not feel safe getting back to that area when it is dark out. I have had a situation come up where I was followed after I got off the light rail. The Tukwila Int'l Blvd Station has police on duty almost always and I feel safer there where it has better lighting and more people. NOT WORKABLE.

- **VANPOOL/BIKE:** I bring my son to daycare and pick him up, in addition to commuting, so vanpooling or bike options are not available to me. NOT WORKABLE.

- **MY CAR:** I drive my car, and have for many years. I pay an outrageous \$335 per month for downtown Seattle parking, on top of the maintenance and gas costs on my car, the toll on my sanity, and cost to the environment. All of which are 100% the result of no parking spaces available for the

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

LIGHT RAIL (the only option that works for my life situation IF PARKING WERE AVAILABLE). At no point in the near future will my commuting needs change. My son is almost 2 years old, we will be in this home for at least another 15-20 years, I have stable employment, and my son will always be in daycare, or school, or both, for many years to come. THIS IS MY ONLY CHOICE AT THIS TIME.

TO FURTHER HIGHLIGHT the continuing disservice to Renton and surrounding South King County residents...for our voices to be heard, the nearest open house for ST3 is Federal Way or Redmond. How is it possible to make it to Federal Way or Redmond from Seattle (where I work), or Renton (where I live), by 5:30 p.m. (peak traffic)?

Beyond frustrated,

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/24/2016

Comment Source
Email

Zip Code

Comment

Yes, I agree sound transit needs an expansion, but I think we need to fully utilize the existing system first. We spent a lot of money to build a transit system, it is not just to show off, it is for use. Right now, sound train only runs 5 days a week, Tacoma to Seattle only runs 8 times in the morning, with a cut off time at 8:10 am; Seattle to Tacoma also only runs 8 times in the afternoon, with a cut off time at 6:20 pm. And there are often delays & cancelations. How it is right now, Sounder train is just like if we spent money to buy a car but don't want to spend gas money for drive the car. Sounder train needs to like light rail, runs all day long, at least run to 9 pm. If you run all day, passengers will not need to worry if train is late or canceled, because there will always be next train.

We have lot of Tech companies in downtown Seattle. Most employees work a lot of overtime. They can't make the last train at 6:20 pm. Lots of people need to take a bus just to get to the train station, and they often miss the last train thanks to downtown traffic jams. UW students often have after class activity, so they can't catch the last train to home. And most people hate driving cars in downtown Seattle (traffic & parking can be a nightmare), but don't have a choice because they can't rely on the existing transit train. People can't afford to be late to work and can't catch last train to home.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/24/2016	ST3 Web Form	98058

Comment

I for one will not vote in favor for any proposal that does nothing to help in Renton. We are getting taxed without any benefits.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/26/2016	Email	98058

Comment

Dear Sir:

I live in the taxing district so have been paying the various mix of transit taxes since 1996. In those 20 years my area of southeast King County has received exactly ZERO dollars of improved public transit. I have not minded paying the taxes since they do provide a public good for the rest of the area. But I strongly object to the Sound Transit 3 proposal, which still will not provide any direct benefits to southeast King County. 20 years of taxes for the greater public good is enough. I am unwilling to continue paying taxes and will vote NO when it comes on the ballot. This is too much taxation without any benefits!

Southeast King County is a growing area and desperately in need of improved public transit which will provide not only north/south routes, but east/west routes, yet your plans provide nothing for this large area.

I am sited in the boundary of the taxing district by only one house and would opt out if such were possible. Since I can't, I will vote NO.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date 04/26/2016	Public Meeting Comment Form	98188
Comment Source	Zip Code	

Comment

The infrastructure for King County is not ready to support an expansion of mass transit. The plans currently in place or being voted upon will only throw the area into chaos. Sound Transit and King County need to do more impact studies as well as focus on reducing traffic to major support areas. ST3 is not a good idea at the moment, we are building too fast, honestly it is like watching a train wreck, you know it's going to happen but can't look away. Before building light rail PUT IN PLACE BUS ROUTES! Otherwise you might as well demolish most of King County and start from scratch.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98030
04/26/2016	Form	
Comment Source	Zip Code	

Comment

SeaTac to FedWay - Provide ped/bike multipurpose trail that is shared for Link Rail maintenance & emergency access all along the Link Light Rail.
Connect trail to E/W streets w/bike lanes on them. Provide access to east side of I-5 via ped/bike facilities through I-5 (underpasses).
Parking - Commit a small number of spaces to bike spaces (# of people using a spaces go up by a factor of 8 or 10) - charge for parking a vehicle so that free bike parking is the incentive to ride to the station (Kent could be an example). Provide bike lockers/storage rooms/racks!

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98030
04/26/2016	Form	
Comment Source	Zip Code	

Comment

Create a software simulation package for a heavy traffic [illeg.] on I-5 (others?)
Allow the cartab[sic] to replace SOV with vans and/or buses at various rates to see what effect on traffic volumes would be.
Answer: How many new people in buses could it take from traffic to move at 35/40/50mph
With many more buses - there would be many more routes & many more [illeg.] of buses.
Toll the SOV's? to make bus a better \$ choice.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98166
04/26/2016	Form	
Comment Source	Zip Code	

Comment

I think Burien is underserved. High low rent area in King County but marginally served. I use Link regularly - rarely use bus.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98168
04/26/2016	Form	
Comment Source	Zip Code	

Comment

8 years of test then no test of prep ups then test.
Stuck up!
Please have [illegible] your small claims.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98168
04/26/2016	Form	
Comment Source	Zip Code	

Comment

I have constant degradation[sic] because the unlimited times your light rail train goes by 14424 51st Ave South.

Whether you pass or fail your vibration test.

And I requested all records done at your maintenance shop on the trains since 2009!

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/26/2016

Comment Source
Email

Zip Code

Comment

To Whom It May Concern,

I have been contacting Peirce Transit and Metro for more service to Lakeland Hills. They only have an express bus in am and pm Mon-Fri.

There is no service in eve, during day or week ends and the only way home without a car is to walk a hill, which they are all extremely steep

and long. There are many people without cars and some with bikes, but not everyone is strong enough to ride those hills.

PLEASE PLEASE PLEASE PLEASE, get some service out side of the express bus times so we have some options.

Thanks for your time in listening!!

[name]

In a world where you can be anything.....

Be yourself!!

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/27/2016	Email	98038

Comment

I would like to encourage more transit facilities along I-405 than are what are currently in the Sound Transit 3 plan. It looks like there won't be any rail going up the Eastside any time soon, but I think dedicated bus lanes up the middle of 405 with stations on the freeway, with ramps leading directly to the bus lanes should be built. I live in Maple Valley, and sometimes commute to Bellevue. The congestion is awful, and buses don't offer a better way of getting up there.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/27/2016

Comment Source
Email

Zip Code

Comment

To whom it may concern,
I work in Seattle Cancer Care Alliance (South Lake Union), and I live near Newcastle Library in Bellevue. Everytime when I am off at 6pm during weekdays, I can't catch the Rt 114 last bus at Seneca street. Could you mind to move the last bus from downtown seattle to renton at 6:30pm? So it help me to get home easier.
Thanks for reading.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/27/2016

Comment Source
ST3 Web Form

Zip Code
98038

Comment

I've been talking to my neighbors about supporting the project and I'm asked "what benefits are coming to The City of Maple Valley and the south east area overall."
Please advise what they are?

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/27/2016

Comment Source
ST3 Web Form

Zip Code
98056

Comment

I am a retired person who lives in Newcastle. Every morning I hear on the traffic news that, "we have a bottle neck from 167 to 405 pass Newcastle" but on your plan that is not considered in the near future. Since I am retired and on a limited income adding approximately \$400.00 per year to my already increasing property tax I am not eager to pay for a project that I will never be able to take advantage of. It would be one thing if it were available and I choose not to take advantage of but it will not even be available probably in my life time. Let us not tax seniors out of their homes that they already own free and clear for the portion of a project that is far in the future.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98002
04/28/2016	Form	
Comment Source	Zip Code	

Comment

1. Please relocate the infill Link station at Boeing Access Road to Allentown & SR 599 & South 130th St. There is a great opportunity to use parking at the office parks, nearby neighborhoods and buses that can access I-5 and SR 599 quickly. You can also close the Tukwila P&R that is overcrowded for rush-hour use.
2. Please consider a study for light rail to go farther to Snoqualmie and North Bend. See if the area is now ready to be included in the RTA district so that the increasing population there can be serviced. Likewise, ski access can benefit from a train-bus connection.
3. Please start considering more weekend and holiday service on Sounder. The ballgame specials are great, but folks in the south end need faster travel options, especially in the valley area.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98030
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Please make Renton rapid transit access a bigger part of the plan. The I-405 corridor from Tukwila to Kirkland is the worst.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98032
04/28/2016	Form	
Comment Source	Zip Code	

Comment

The Rapid-Ride buses are a quick effective solution to over crowding and slow trip-times, while building the more expensive and time consuming light rail and train lines. The weather in this area is mild in winter months, making Rapid Ride [illegible]. With dedicated [illegible] and [illegible] transit can be the attractive to most commuters.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98058
04/28/2016	Form	
Comment Source	Zip Code	

Comment

There needs to be a plan to increase parking at light rail stations that serve the Renton area (Tukwila, airport, Rainier). It is horrendous. I don't see how you plan to serve the increasing population when light rail access is so poor in the Renton/Kent region. At the very least, rent a giant field and shuttle people over.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98146
04/28/2016	Form	
Comment Source	Zip Code	

Comment

- Grade separation to Ballard, please! The downtown-Ballard line is one of the busiest corridors in the region, and would serve too many people to risk being shut down because someone's car broke down on the tracks. While having a tunnel into Ballard would be ideal, that project seems very costly - grade separation through Interbay gives a huge reliability boost for not too much large of an investment.
- West Seattle is great. The plan is wonderful in the region, but please work with Metro to ensure that transfers between buses and trains are less painful at all three new West Seattle stations than they are at the new U Link station.
- Build 130th St. Station - this station is by a dense area of the city that deserves more than a provisional connection to the regional light rail system. Don't repeat the mistake of Graham St.
- Do what you can to expedite the process. I understand that these projects are major feats of engineering, so there is only so fast that they can be built. but the needs of the region are immediate, and building these projects will be much easier if Sound Transit clearly communicates what is holding Link back and what members of the public can do to help cut through the red tape. Thank you for reading!

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98148
04/28/2016	Form	
Comment Source	Zip Code	

Comment

This plan will be a tough sell even though it is well thought-out and would ultimately help travel times. One element that is a stickler will be the 80.00 per 10k vehicle excise tax - people will not go for it. Better to just increase property and sales tax to pay for this project. Another thing that vehicle excise tax does is to encourage people to drive older, polluting vehicles and it also supresses new/newer car sales. Believe me the vehicle excise tax will be the downfall of this proposal. Dump it!

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98168
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Last time I was here [name] asked "Any Questions?" I raised my hand several minutes. And was ignored! Two men in bicycle suites told me to "shut the **** up" rude [explicit]! Anyway, I have constant degradation of my property at 14424 51st Ave S in Tukwila 98168. It's been 8 years. A promise to fix my place equal or better than than. Many tests failed. Many tests prepped up and passed to appease the FTA even though the test failed like in 2010.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98168
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Should let senior citizens be exempt on taxes to ST3.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment
04/28/2016	Form
Comment Source	Zip Code

Comment

Sound Transit might be a good idea but too little too late for too much money. I don't believe Metro can/will coordinate adequately with ST to make the system work the way they think it will. Funding depends too much on older citizens that will never see the benefit of this poor plan. Plus seniors can not afford any more taken from meager social security funds. The older generation is the [illegible] population. By the time this project is finished it will be outdated.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment
04/28/2016	Form
Comment Source	Zip Code

Comment

Please please build light rail from SE KC (Auburn, Kent, Renton) to Bellevue along I-405. 405 is heavily used (a lot of traffic) in that area.
Also please consider more transit options for SE King County residents more park and ride ones that serve north east Renton Kent Auburn.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment
04/28/2016	Form
Comment Source	Zip Code

Comment

I look forward to the extension of Sound Transit Link light rail service to S. 200th St (Angle Lk. Station). However, to get to that station via Metro, rather than driving, will require taking Rt. 166 to Highline College (South), and then catching the A-line back north to S. 200th. Is there currently any consideration to operating a smaller shuttle bus east-west across S. 200th St between 1st Ave S and Pacific Hwy S?

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/28/2016

Comment Source
ST3 Web Form

Zip Code
98056

Comment

What is Renton getting for the money? Its like our community does not exist. The only mention about Renton's future is running rapid transit train along our quiet Kennydale residential waterfront (instead of along I-405 where it belongs). Tell me why my community should continue to subsidize other communities (Issaquah, really!)?

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
04/28/2016

Comment Source
ST3 Web Form

Zip Code
98058

Comment

I am responding to your invitation to provide citizen feedback on the ST3 transportation package.

WHY IS THERE NO LIGHT RAIL COMING TO THE RENTON AREA?

I AM A REGULAR ORCA CARD USER, AND A VOTING CITIZEN LIVING IN THE RENTON CITY LIMITS (4TH LARGEST CITY IN KING COUNTY) AND I AM SHOCKED YOU HAVE NEGLECTED TO INCLUDE US IN THE LIGHT RAIL EXPANSION. RENTON HAS PAYED YOU \$23 MILLION/YEAR IN SALES TAXES FOR 20 YEARS AND YOU HAVE OVERLOOKED US ONCE AGAIN! YOU DIDNT EVEN OFFER A COMMUNITY MEETING IN THIS AREA.

**RENTON SITS AT CRITICAL TRANSPORTATION ROUTES -

JUNCTION OF I-405, 167, 900, 169 515, RAINIER AVE

**RENTON SERVES NEIGHBORING COMMUNITIES-

MAPLE VALLEY, HOBART KENT, AUBURN

**RENTON HAS MAJOR EMPLOYERS - BOEING, VALLEY MEDICAL / UW HOSPITAL , THE LANDING, NUMEROUS WAREHOUSE BUSINESSES.

WHY DOES YOUR LIGHT RAIL PLAN EXTEND TO ISSAQUAH, A SMALL BEDROOM COMMUNITY.

PLEASE PLEASE PLEASE ADD LIGHT RAIL TO RENTON.

I HAVE ALWAYS SUPPORTED LIGHT RAIL WITH MY VOTE AND WANT TO SUPPORT IT AGAIN BUT I WILL NEED TO SEE RENTON IN YOUR LIGHT RAIL PLAN.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98003
04/28/2016	Form	
Comment Source	Zip Code	

Comment

I disagree with the policy of removing Express bus service from Federal Way to Seattle when the light rail is complete. The majority of transit users in F.W. use the commuter buses. What benefit to the users is there to pay more for a slower system.

I understand the point of building a network, but a light rail isn't the only method. Federal Way needs the express buses, I believe you are doing a disservice to your constituents by taking that away. Please, when you present your final plan, include the ride time to Seattle and the reduction of bus service. That is important information voters should know.

Side note: My wife would be more willing to take public transit, specifically the Sounder, if it ran later and had more parking. I heard your comments that both are being addressed. Thank you!

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98003
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Taxes are going to make seniors move out.
I know its needed to help - but don't know how it will help
I'm never going to ride it
Work in Tacoma - I looked into it. 3 hours to get to work & I would be 1 hour late. So I drive.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98003
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Disappointed that the Link doesn't reach Federal Way until 2028. It would be nice to not have to change modes to reach downtown & UW.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98023
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Are you putting all the construction projects up for bids. Non-union bids.
I ask you if you want to buy something. How many choices do you have? Many.
The more competition the better product.
We need better use of tax payer \$.
Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98023
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Why does Bellevue get service by 2023 and Federal Way get extended until 2028. As a senior, I'll more than likely be dead before Federal Way gets service yet I'll be paying for something I'll never benefit from in my lifetime. It's not like highways where gas taxes pay to build them, so the costs aren't spread out like this is.

I can't see myself voting to support this since it has been delayed 5 years while other [illegible] will get theirs on time.

The powers that be seem to have forgotten what happened in 1963 when Metro decided to save money by cutting out the monorail to the south end - we voted it down by enough votes to cause the ballot measure to fail.

By delaying out sectionp[sic] by 5 years, once again the powers that be are thumbing their noses at us because we aren't as important as Bellevue who will get theirs when promised.

If you want seniors, esp. those of us on fixed incomes to support this, either put Federal Way on the fast track again and/or get the legislators to allow you to cut the tax/assessment ballot by 50% for seniors ie 65+ years to make it more affordable for those of us who may never be able to use the light rail before we die and or get forced out of our homes by taxes we can't afford. And don't say we should move if we can't afford to stay here. Remember what happened in California when property taxes became too high - they limited how much taxes could be placed on property.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98023
04/28/2016	Form	
Comment Source	Zip Code	

Comment

There has to be a way to construct these lines sooner than current projections. Federal Way was promised light rail w/ST1 and it was subsequently taken away due to economic conditions. How can I believe promises won't be broken w/ST3?

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date 04/28/2016	Public Meeting Comment Form	98023
Comment Source	Zip Code	

Comment

Bad funding plan:

-leans on a broken regressive tax system

-need to reform tax system, then consider transit

-and we need to see funding needs for schools/mental health/homelessness etc

Poor service in Federal Way - Parking garage at transit center is too small. Cnanot use 577/578 in middle of day due to lack of parking and no bus route near my home.

Will transit be improved within Federal Way & will 577/578 continue once light rail is here?

What assumptions have been made on employment location, impact of ride share, impact of new driving technologies etc?

What options have been considered on for example incentivizing employer relocation/choice of work from home?

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98023
04/28/2016	Form	
Comment Source	Zip Code	

Comment

This project is going to tax and over burden the less fortunate. Those who make very little income wise. Make plans to accommodate these people.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Public Meeting Comment	98354
04/28/2016	Form	
Comment Source	Zip Code	

Comment

No more taxes!

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
04/29/2016	Email	98055

Comment

Renton need light rail before Issaquah. Just because the Mayor of Renton doesn't belong to the Sound Transit Board of Directors !00,000 should not have a voice in that table. Someone "was supposed to be representing us", but every board member just look for their own cities. Issaquah has 15,000 people, but because their Mayor is on the Board now they will have a light rail before Renton. Please go back and check the projections of ST2. This is just completely unfair!

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
05/01/2016

Comment Source
Email

Zip Code

Comment

This area is not well connected at all. The only bus service is from 6.00 am to 8.10am in the morning and then back from Seattle in the evening from 3.40 to 6.00pm. If anyone wanted to go anywhere else this area is highly car dependent. I think you should consider

1. Introducing buses for Renton transit or Bellevue or other main transit center. There is only 111 metro. No other bus as I mentioned above, what does a normal resident do if they need to visit walmart at 11.00 am or such in the morning? There should be some feeder busses that lead you into the Renton transit or Bellevue transit center during the day.
How can I get to Bellevue downtown from east Renton? there IS NO COMMUTE and this area is heavily populated.

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date
05/01/2016

Comment Source
Email

Zip Code

Comment

My name is [name]. I live with my wife and four year old son on the East Hill of Kent, Washington. I was born and raised in the city of Seattle. I am a long time advocate for providing people with alternate transportation options in their daily lives. In 2008 I volunteered my time canvassing neighborhoods with Mass Transit Now to get out the vote for Sound Transit 2. I look forward to the future options this plan will bring and I want to see Sound Transit 3 build on the gains made by ST 2 by providing access to Light Rail, Commuter Rail, and express bus service to a greater number of people. In your decision making process I hope you are considering how to provide access to as many existing riders and potential new riders as possible. With Link Light Rail, maximizing access can be done most effectively by building stations where people are living or working within close proximity. When the number of pedestrians living or working within the half mile walkshed is low, the next effective way of providing access to riders close but not within the walkshed of the line is through bus connections.

To this point, a 130th Street Station will be very effective at providing access to the North Link Line. While residents of Pinehurst and Haller Lake will be in the half mile walkshed, residents of Lake City, Bitter Lake, and Broadview will have quick access to the North Link line via bus connection. There are approximately 32000 people living in Lake City and 9200 and 7500 people living in Bitter Lake and Broadview respectively. Broadview and Lake City are designated as urban centers that will experience significant growth. Both neighborhoods have a high number of low income people who rely on public transportation. Based on Sound Transit's study, and comparing the study to the other proposed infill stations, its logical to assume that the station's performance is worth the investment based on its capital cost and projected ridership. Most importantly, the residents of these neighborhoods are overwhelmingly in favor of this station.

I realize that you are working with a budget with a 50 billion dollar ceiling and need to provide projects to each subarea. My concern is that you are bypassing projects, such as the 130th Station that are worthy investments. With that in mind, please prioritize this project as a priority to be delivered as soon as North Link is completed in 2023. Thanks

Sound Transit 3 - Draft System Plan
Comments Received (South King County)

Comment Date	Comment Source	Zip Code
05/06/2016	Mail	98057

Comment

My great concern is that Renton and all communities south are left in the lurch. So far, light rail has left us in limbo. My taxes have gone up \$1,6050.00 in the past two years and I have no access to light rail. I would have to take two buses or drive many miles (with no parking) and much wasted time to the light rail stations.

My answer is that for the past three years I have stopped going into Seattle. In the past I have gone into Seattle at least every two months to Pike Market, entertainment, shopping, catch a ferry or just enjoy the city. My last two trips into the city took me 45 minutes (it used to take me 20 minutes) only to be accosted by drug dealers, homeless and pot smokers. There was no place at Steinbrueck Park to even sit and enjoy a sandwich. It was full of homeless and drug dealers. And now you want to raise my taxes an additional \$200.00. I work hard for my money and you do not spend it wisely to benefit all citizens. Bellevue now receives my discretionary funds, which have been seriously cut because of property taxes. The streets are not full of drug dealers and homeless and I don't have to pay \$20.00 to park. Visiting friends no longer go into Seattle. Only cyclists and millennials that rent and don't pay property taxes are welcome in Seattle. To many of us, Light Rail is useless.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date
03/29/2016

Comment Source
Email

Zip Code
98360

Comment

We here in Orting definitely need something. The traffic on 162 is terrible & only going to get worse with several hundred more homes being built here in the year or two. We have the tracks why not use them???

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date

03/30/2016

Comment Source

Email

Zip Code

Comment

My favorite part of ST3:

Proposed Bus on Shoulder Program: Opportunities along I-5, I-405, SR 518, and SR 167 Bus

This program proposes to enable buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or HOV lanes. This program will require coordination and further study with transit partners, WSDOT, and Federal Highway Administration in order to determine locations that may be feasible for this program.

Why is this my favorite?

This matches up really nicely with:

SECOND ENGROSSED SUBSTITUTE SENATE BILL 5623

Whenever the Washington State Department of Transportation opens the shoulder of a limited access facility as a lane for the operation of public transportation vehicles, the department must also allow motorcycles to use the shoulder lane under the same time periods and conditions.

While Senate Bill 5623 is completely terrible for its intended purpose, this portioned when coupled with ST3's plan of looking into busses using the shoulder basically legally opens up the shoulder for motorcycles.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date

03/31/2016

Comment Source

Email

Zip Code

Comment

Greetings:

The link light rail looks like it would be extended to Tacoma Community College following down South 19th Street in Tacoma. Why would it not extend into Lakewood or other parts of Tacoma such as Parkland and Spanaway? These areas are where transit is needed more, not the Proctor District and around 6th Ave. Ever since Pierce Transit's budget ran out in 2012, there have been little to no bus service in these areas. And Sound Transit 3 project is the kind of transit that makes it easier for poor and working-class people to live in a region where gentrification is happening more frequently.

I understand there is a commuter train that stops in Lakewood; I take the train to commute to Seattle for work when it's reasonable for me. However it only runs early in the morning and late afternoons. Not everyone works a 9 to 5 job. And Pierce Transit obviously does not have a good record with improving public transit. Please strongly consider putting more transit into these areas that don't have any. I understand I'll most likely be getting a "We want to put a good foundation line in Tacoma first, then that area after" response. However, if there is satisfying transit in those areas, then maybe smart, educated, young people live and stay there. And eventually boost the city's economy.

Sincerely,

A Lakewood to Seattle commuter

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date
03/31/2016

Comment Source
ST3 Web Form

Zip Code
98406

Comment

A transportation system is sorely needed. I like most of the proposal. But the link from the downtown Tacoma to the Hilltop area is the just plain whimsical and foolish. It would badly impact a busy high school and an important hospital complex. It would tear up a street that was just rebuilt last year. And I am not aware of any public survey of who would use this link much less who approves it beyond the city council.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date

04/01/2016

Comment Source

Email

Zip Code

98409

Comment

Vice Chairperson of the Sound Transit Board, Mayor Strickland, SHAME ON YOU! The people of Tacoma have been paying into Sound Transit for over 15 years (probably before you got here) with the promise that when light rail was completed between Seattle to Sea-Tacoma, it would come down to Tacoma. Now you, and other members of the board with personal agendas, are asking us AGAIN to pay for another 10 – 20 years to complete that which has already been paid for, at least twice. Every time one section is complete, you members find another area in which the light rail should go. Mayor Strickland, you and the Tacoma City Council authorized the Planning Commission to complete the 2040 guide for Tacoma's future, paid for consultants from all over the United States to work with the commission to examine and make recommendations as to what various sections of Tacoma should look like in the future. The 2nd area, currently under evaluation (and within 4 months of going before you and the council), is the Tacoma Mall Area where the entire plans, predictions and buy-offs included light rail ending at the Mall area where Tacoma makes a GOOD SHARE of its' tax revenue, along with dealerships. Now you present this garbage that sends it along the affluent section of Tacoma (who really don't want, or need public transportation at this caliber) only to continue to ignore your bastard children here in the South Tacoma Area. AGAIN, SHAME ON YOU. Give us what we have already paid for before you ask for additional money. NO on your proposal

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date

04/01/2016

Comment Source

Email

Zip Code

98409

Comment

Vice Chairperson of the Sound Transit Board, Mayor Strickland, SHAME ON YOU! The people of Tacoma have been paying into Sound Transit for over 10 years (probably before you got here) with the promise that when light rail was completed between Seattle to Sea-Tacoma, it would come down to Tacoma. With you and other members of the board with personal agendas, now are asking us AGAIN to invest again for another 10 – 20 years to complete that which has already been paid for, at least twice. Every time one section is complete, you members find another area in which the light rail should go. Mayor Strickland, you and the Tacoma City Council authorized the Planning Commission to complete the 2040 guide for Tacoma's future, paid for consultants from all over the United States to work with the commission to examine and make recommendations as to what various sections of Tacoma should look like in the future. The 2nd area, currently under evaluation (and within 4 months of going before the council), is the Tacoma Mall Area where the entire plans, predictions and buy-offs included light rail ending at the Mall area where Tacoma makes a GOOD SHARE of its' tax revenue, along with dealerships. Now you present this garbage that sends it along the affluent section of Tacoma (who really don't want, or need public transportation at this caliber) only to continue to ignore your bastard children, here in the South Tacoma Area. AGAIN, SHAME ON YOU. NO on your proposal - give us something that we have paid for already before asking us to pay again.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date

04/01/2016

Comment Source

Email

Zip Code

Comment

Hello-

1) I tried filling out an online survey about 10 years ago, and the survey forced users to answer questions whether we had an opinion or not. I'm in Tacoma, and I seem to remember that the questions started with areas north of Seattle. I couldn't skip ahead! I literally had to answer yes or no for things I knew nothing about. I'm actually considering filing a public records request to get the survey results!

Here's a copy of part of an email that someone sent after I complained to Sound Transit:

"Also, I would like to inform you that we have modified the online survey so that you can skip any questions you do not wish to answer. If you would like to try the survey again, please feel free to visit our website at <http://future.soundtransit.org> and complete the survey by March 9, 2008 . Again, thank you for your interest in the survey and I hope you will continue to provide input during future outreach efforts.

Sincerely,

Sound Transit Staff"

2) I thought we voted for a huge package that included Tacoma, way back in the 90's. It's so hard to get to Tacoma in many parts of the day, that I'm sure that must be a factor for the business community. Businesses seem to want to locate in Seattle, but I know people moving to Tacoma because they can't afford it in Seattle - so there's more riders for the Sound Transit train already. Please get the light rail down here as a top priority.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date
04/02/2016

Comment Source
Email

Zip Code

Comment

Hello,
I commute from Tacoma to Boeing Renton and just switched to 4/10s so now I will not be able to take the Sounder. Is it possible to run the Sounder train later into the evening? Currently, I am having to drive which just adds to the congestion on the freeway and increases my blood pressure. Thank-you for reading this comment.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date
04/03/2016

Comment Source
Email

Zip Code

Comment

I am writing in regards to the newest sound transit plan and am completely opposed to this plan. What we need are more ROADS, not more bus or train service. There are few people on the buses that I see and I most certainly do NOT want bus service in DuPont, nor do I want anymore rail service to further complicate the crossings onto Ft Lewis. The increase in taxes is ridiculous, especially considering how long it would take before I personally (if I used massed transit), be able to utilize it. Be responsible and create more roads, not further hamper our ability to get around on what we have.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Comment Source	Zip Code
04/06/2016	Email	98402

Comment

Dear Sound Transit Board,

I urge you to create a Sound Transit phase 3 (ST3) plan to send to region voters this November that will provide more travel options and connect our key activity centers. We need expanded regional mass transit that serves ridership corridors effectively and gives underserved communities better access to affordable transportation.

When you assemble the policies and projects in the ST3 proposal, please ensure that it will:

- * Invest in station access projects for people walking, biking, and riding local buses to reduce reliance on Park and Ride access;

- * Price all Park and Ride spaces to better manage parking space demand;

- * Select non-freeway routes, which provide highest potential for transit oriented development (TOD) and affordable housing;

- * Phase the projects strategically to deliver timely benefits where the need for transit and expected ridership are greatest, while subsequent expansions will add value over time.

Please support a bold ST3 plan for our future. We need a big proposal with better transit that helps reduce our climate footprint and promotes compact, walkable communities.

Sincerely,

Comment Date

04/07/2016

Comment Source

Email

Zip Code

Comment

Just got something in the mail with adding a comment on the whole Sound Transit ordeal.

Where to start?

First, my wife and I currently reside in Bonney Lake, WA. We take the park and ride to Sumner station in the morning and evening for the last 6 months.

With that said here's a few comments and things I hope you can improve on shortly.

1. I used to work from 9-1pm Monday through Friday. And had to wait around until your 3:12 train. To me, that's absurd! What if I had to be home sooner? Or had a home emergency? I'd have to spend \$100 for a cab or Uber -- something I couldn't do.

You need a noon train -- even if it's just a few days a week -- from King Street Station to Sumner.

2. I'm REALLY surprised the last train back to Sumer is a little after 6pm. That is ridiculous? To me, every other state in this country has a train system running until at least midnight. And I hear the, "Well we rent the tracks from BNSF" and... What if we have to stay late to work? Or stay downtown later than that? Fact of the matter is, we can't get home. Along with thousands of other people.

What should be done? We don't need more many more train times, just space them out after a certain hour. And have them just on the hour.

For instance start with adding an 8pm, 10pm and 12am train.

3. The trains are getting more and more crowded as time goes on. And it's because there aren't later times -- I feel like.

I guess that's it. And hoping something can be done to add more train times, spaced farther out, ASAP.

Thanks for listening.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date

04/08/2016

Comment Source

Email

Zip Code

Comment

We have a huge population in the south sound of Federal Way and Tacoma that would love to be able to catch Sound Transit up to Seattle and back. Imagine that amount of traffic cut from our highways if we in Federal Way and Tacoma had the opportunity to catch Sound Transit to Seattle and beyond. Many of us are literally begging you to PLEASE, PLEASE seriously consider building Sound Transit to Federal Way and Tacoma

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date
04/10/2016

Comment Source
Mail

Zip Code

Comment

Sorry - Vote "NO" on 50B transit 3 plan. Pierce County (as usual) gets so few miles - it is a joke. We're still paying for Seattle's last transit boondoggle. 0.9% sales tax; 0.8 motor vehicle excise tax; (then 2028); and now you want 25 cent property tax!! (per 1,000). Sorry again: schools have want more than you; we can't afford you!

Try selling this to seniors over 65!! No cola's!!! Fixed incomes. You are already putting it to my grandparents' parents.

You folks have NO CLUE to how folks in Pierce County feel. Draw a line (between Pierce/King County) and you'll see how little we will get. If Seattle wants this, fine - exempt Pierce County. Let Seattle pay their own way. Good luck.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Comment Source	Zip Code
04/14/2016	Email	98405

Comment

Hi,

Thank you for the opportunity to comment on the Sound Transit Plan. The Sound Transit Board should increase investments in biking (non-motorized system access) so that people in Puget Sound can link up with transit.

[name] has pointed out that spending on biking infrastructure should be at least 1% of overall transportation spending. It's crucial that this amount apply to the projected \$15 billion for ST3. Some ideas that need to be funded include:

- Improve biking options to transit stations, whether existing or to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Please consider the future of the region in your decisions. Here in Tacoma it would be impossible, for example, to 'build' Point Defiance Park from private land, now. At some point in the past a group of people had the forethought to set that land aside for the greater good. Now it is a local gem. Please consider the consequences of locking in more real estate built solely around cars...

Thanks,
[name]

Comment Date

04/14/2016

Comment Source

Email

Zip Code

Comment

We strongly opposed to your plans to expand light rail. It is insane to spend billions and billions of dollars to serve less than 4% of commuters... of which most already ride public buses. This simply means that very little... to nothing will be done to ease the congestion for auto commuters. You need to be responsive to the majority of people who need and want the freedom of using their personal vehicles for commuting.

Secondly... the cost! OUTRAGEOUS! Over 20 billion short term and 48 billion overall? Ridiculous. And the fact that you are seeking three sources of taxes to pay for it all and the amount and source of those taxes are not even mentioned in your flyers is proof that you are trying to 'get this through with as little attention as possible' is evident. Tripling of our Car license tabs, increase in sales tax and now you want to tax our property? Again... Outrageous!

Add my name the NO list. As a retired person I can't afford all your new taxes. It seems that you have little to no concern for those of us on fixed incomes. Your proposal is absurd and unwanted. Cut that budget by 75% and give us better, wider general service lanes and fulfill your promise to do that, not like you did with I-405 where you took our tax dollars and only gave us one full Toll lane and took our 2-person carpool lane forcing millions back into only two general service lanes.

What you are doing and proposing is reckless incompetence and I for one will be actively spreading the word to Vote NO on any proposal on our ballots and doing whatever I can to remove anyone within Sound Transit who pushes for this expansion of Light Rail and ignores the needs of drivers.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date
04/14/2016

Comment Source
Email

Zip Code

Comment

Good Morning,

I live at 4612 W Tapps Drive E, Lake Tapps, WA 99391 (Lake Tapps is now incorporated per the local post office). We are in Pierce County. We have no public transportation here at all. Sumner has the train station but it doesn't work with my schedule and doesn't go to the airport. Also, I would not be able to leave my car overnight.

I am a flight attendant at SEATAC Airport. I'm gone for two to three days at a time. There are times I could/would take public transportation. I know there are many other airline personnel living in this area that might utilize this service.

It would be nice to be able to go to Seattle or South to visit family.

Thank you,

Comment Date

04/15/2016

Comment Source

Email

Zip Code

Comment

I will not be able to attend an open house, so I would like to comment.

My daughter is a University of Washington Student. We live in Puyallup. Last Fall she tried living at home and attending the University of Washington. She is a Junior and has spent one year living on campus, another living in a house off campus. She wanted to use the Sounder because it runs often, is efficient and close to our home. In her major, she has certain classes she must take and they end at 6:30 at night. She was unable to take the sounder because of its limited hours of service and after spending hours in her car sitting while commuting, she moved back to Seattle at the end of October.

You must consider the college campuses and provide easy transportation to them, including the community college campuses. It is very expensive to provide living expenses for your college student when they could live at home. This is especially true with the University of Washington. Between the employees and the students it is "its own city" and providing adequate transportation to campus could really take cars off the road.

I would like to attend the theater or music downtown. I want to go on the sounder. Right now the weekend availability is very limited. Expanding existing lines is important. Making sure you have the operating expenses to run them also high priority.

I just recently returned from a trip to San Fransisco. I have traveled in Boston and Washington DC/Baltimore. I am very impressed by how easy it was to travel around each of these cities and the surrounding communities. I think we need to look at other cities and learn from them.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Comment Source	Zip Code
04/17/2016	Email	98327

Comment

Hello,

I am Mayor Mike Courts from DuPont and I was reviewing the recently released ST3 proposal. There will be a lively debate about the scope and cost of the project, but my comment and question deals with the proposed addition of a Sounder station in DuPont in 2036. My concern comes from the lack of a parking project associated with the station. The location for the proposed station has a small park and ride currently used by the Sounder commuter bus, but it is well short of supporting the proposed 1000 daily commuters the plan calls for. I note the Tillicum proposal includes a parking facility. the plan needs to include a parking facility for DuPont as well. The addition of 1000 cars a day to our small downtown business district will be unmanageable and create a very difficult situation. I look forward to a response. Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date

04/17/2016

Comment Source

Email

Zip Code

Comment

A recent TNT story listed projects around the South Sound.

One of those projects is Project 12: Enhance bus service along Meridian Ave/SR-161 in Puyallup.

Part of this project is to build a 350-stall Park & Ride at 168th St E.

Please explain exactly where this P&R is to be built.

I could not find a specific person listed for this part of your Projects, so if you are not the OPR for this, please forward to the appropriate person.

I also will be attending Thursday's session in Tacoma, but would like to have this info in hand before seeing the prospectus in person.

Thank you

[name]

South Hill, WA

--

[4/19/16]

Yes, this is under an article featuring ST3. When I checked the web site under ST3 I came across your name in the Puyallup District. Looks like you may have been tasked and not know it yet....

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date

04/17/2016

Comment Source

Email

Zip Code

Comment

I vote a big NO on this. I am now 73 yrs. old, by the time you finish this project, I will be DEAD. This is another reason I want to sell my condo & get the heck out of this State. You do realize that a century ago, there were rails that went all over the County. What was done? They were paved over. Now you all want to re-do something that was destroyed. Tough. Even right now I do not use, nor will use public transit. It does not go anywhere I go. To take a bus to work from DuPont to University Place, it would take over 3 hours with me having to walk 2 miles, to the bus, then to my office. Then do it all over again. That's more than half my day & at my age. Sorry it isn't going to happen. Why should any of us have to finance this anyway. The ride isn't free... So NO.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date
04/17/2016

Comment Source
ST3 Web Form

Zip Code
98407

Comment

Strongly disagree with the regressive nature of the funding for Sound Transit 3 plans. Washington State ranks extremely high for the regressive structure of its tax system and this only further exacerbates the problem.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

Has anyone at ST read reports such as this? If so, what is their response? The “myths” may not match 100% to ST’s proposals, but the one about transit’s potential for removing cars from the road is vital and relevant.

A “No” voter, (pending better answers)
[name]
Puyallup
[no attachment included]

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Comment Source	Zip Code
04/18/2016	ST3 Web Form	98327

Comment

As I said in my survey responses, I am so for anything and everything to do with Sound Transit and expanding public transportation. If we pay more in taxes, so be it. It is necessary to the economic health and livability of the Puget Sound region.

Why does Sounder only run during rush hour or Seattle sporting events? We need it all day, every day, even if it is only the engine pulling one or two cars. I would go shopping in Seattle or visit the waterfront or the museums or see a show, etc. if there was Sounder to DuPont/Lakewood.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Comment Source	Zip Code
04/18/2016	ST3 Web Form	98418

Comment

I believe that this program is TOO ambitious and the taxes are TOO MUCH for TOO Long -- cannot find a date certain they go away. Since you seem to be staging the outbuild - you should also stage the financing request with sunset dates for the funding requests..
Also, I would like to know why it takes \$600-900 per year to maintain a single parking space in a Transit Parking Garage?

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98407

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan: ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly. Investigate using county and city bond financing capacity to accelerate design and construction.

Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.

Free parking at rail stations is not sustainable, and the amount of parking proposed to be built takes too much money away from transit system expansion. Sound Transit must charge for the parking it provides at the stations, and use the revenue to fund improvements for local bus, biking, and walking near the station area.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Accelerate the extension of light rail to Federal Way and Tacoma. There is no reason that we should have to wait for this service, especially if you want to get timely funding for all these projects.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5. Thank you for making the ST3 plan more sustainable for the region.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98466

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. We urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, we would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan:

ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly. Investigate using county and city bond financing capacity to accelerate design and construction.

Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.

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Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

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Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5.

Thank you for making the ST3 plan more sustainable for the region.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date
04/19/2016

Comment Source
Email

Zip Code

Comment

Light rail was voted on in 1995 and we have been paying into this for 20 years. In Tacoma, we were given our little 1.5 mile stretch downtown to pacify us. I am voting AGAINST this measure because it is not estimated that light rail will reach Tacoma until 2033. That is 38 years after we first voted. Tacoma has been promised a connection from Tacoma to Seatac before only to not have it happen. Have you driven I5 lately. It is a quagmire from South Sound, but King County gets the majority of the \$\$.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date
04/19/2016

Comment Source
Email

Zip Code

Comment

At present our household does not need to use transit as we are not commuting for work or making frequent trips from Tacoma to Seattle. We will weigh in on encouragement to continue to build more transit miles especially south of SEA-TAC. The traffic bog down from there to north Tacoma seems to continue regardless of the number of lanes added to freeway. We have wondered why it has taken so long to get the airport connected to Sound Transit...seems like that would have been a priority from the beginning. Airport traffic is much heavier when someone has to take people there for drop off and come again for pick-up. People using ST to the airport from north and south would really help, especially if care is taken to provide convenient and frequent locations for accessing the train. We have had the privilege of using the Metro in WA DC ...use that as a model, please! So efficient, so clean, so safe, so convenient, linked to buses for suburban destinations in great scheduling! As tourists we learned it quickly, used it often, were so impressed. Family members who live there have made good use of it as well, saved a lot of driving over the years. Seattle is a nightmare of traffic and it is creeping into Tacoma as well. If the population increase forecast is correct and not embellished to motivate taxpayers, continuing construction needs to get moving faster so people can get accustomed to using it as communities grow. We do notice that even though the train heads north of Seattle there are still a lot of cars! Are people using it? If not find out why and fix that! This should have been done years and years ago as the cities grew. Now we understand that it is difficult to displace businesses and homes for right of ways. The area needs ST, I think most people support it, but please be transparent with costs and where money goes. Please see no one sucks the money out of the program for themselves. Be reasonable about salaries, choose people who care about the community and environment and not just their pocket book.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Public Meeting Comment	98445
04/19/2016	Form	
Comment Source	Zip Code	

Comment

In light of the recently released plan to truncate STEx buses from Pierce/South King at Kent/Des Moines in 2023, I am concerned that the Link extension to the Tacoma Dome will result in the complete cancelation of the 590 and truncation of the 594 at the Tacoma Dome, further degrading the quality of transit between Tacoma and Seattle. I suggest looking into the cost of purchasing the HOV lanes on I-5 from WSDOT so that we can ensure free-flowing buses and a 30-minute travel time from the Dome to SODO, instead of the 65-minute travel time that the Link extension would provide. The proposed Link segment from the Dome to the Tacoma Mall, with at least three additional stations between the Dome and 36th St ([illegible] Ave and 2 or 3 in the Valley-less Valley) would be a much more efficient investment than the Dome-Star Lake line. As a line disconnected from the rest of the system, it would need an O&M base, which could be located adjacent to the existing Tacoma Link O&M base. STEx bus service between Pierce/South King cannot be cut or truncated anywhere south of Lander St. until there is sufficient infrastructure investment in South Sounder to allow Dome-King Street travel time [less than or equal to] 30 min and headways of at most 1 hour off-peak, 15 minutes peak, and 30 minutes counter-peak. Without specifics relating to speed, frequency, and span-of-service in the proposal for infrastructure investment in Sounder, I cannot determine whether or not Pierce/South King is getting a raw deal in ST3.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date

04/20/2016

Comment Source

ST3 Web Form

Zip Code

98371

Comment

I will never support this newest proposal. Do you seriously think the majority of voters will ever allow an agency to have unlimited taxation without any kind of sunset clause?! Even though I use the train and I believe expanded transit is desperately needed, I will never approve of the tax plan for this. You have no business using property taxes and unless other taxes are eliminated first, I see only failure for this proposal. It truly angers me that you want to raise our collective taxes even more. My answer is a resounding NO!

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date
04/20/2016

Comment Source
ST3 Web Form

Zip Code
98404

Comment

Doesn't look like much being accomplished in Pierce County.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Comment Source	Zip Code
04/21/2016	Email	98404

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan:

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Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5.

Thank you for making the ST3 plan more sustainable for the region.

P.S. Remember the sooner it gets started the cheaper it will all be.

Sincerely,

[name]

Comment Date	Comment Source	Zip Code
04/21/2016	Mail	98466

Comment

I am retired and have lived in Fircrest since 2004, having moved here from Minnesota. In the time I have been here I have heard about plans to expand light rail from Seattle to Olympia. I have supported every bond issue I have been asked to vote on. During the same time, the Tacoma Narrows Bridge has been upgraded and made into a toll bridge, the only one in the state when built.

As a baby-boomer child in the Fifties, the schools were always overcrowded; I shared a desk and split shifts in third grade and I shared a locker in junior high school. My parents' generation supported school bond after school bond to give their children a better education. I grew up with that mind set. I am a dedicated voter, as are many of my generation. I never miss a primary, bond issue or any local election. I try to educate myself on the candidates before I fill out the ballot. I consider myself an informed voter. As I approach 70, I am losing my enthusiasm for supporting your light rail project. From my perspective, the people south of Seattle have provided a good chunk of the money for improvements to the Seattle core for twenty years with nothing to show for it in Tacoma-Lakewood but promises for the future.

You could have designed the overall project to benefit the whole 15 corridor constituency from the beginning. Perhaps if Seattle had to wait as long as we South Sounders have, I would feel we were more in this together. For the first time in my adult life, I don't plan to vote yes on any more of your bond issues because you have repeatedly set back the timetable for improvements in the South Sound. I am not likely to be able to use your upgraded system in 2030 when I will be in my 80's.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Public Meeting Comment	98371
04/21/2016	Form	
Comment Source	Zip Code	

Comment

We need all day Sounder service. This is important for people in Puyallup and Kent valleys. Its doable if you double track the Union Pacific and more freight over there.

We need more and I mean a lot more ST express bus service. Lines need to be doubled in frequency today to accommodate demand. Charge to park in an park and ride lot. \$2 a day ins't much to pay.

We NEED Sounder service from Tacoma to Bellevue. Those rains running the same schedules as Sounder does now will be fun on the first day. Do not let the eastside line get torn up!

Please find a way to speed the projects up in terms of completion. I would like to see them done in ten to twelve years - not when I am nearly 60 years old and will have little use for them. Take the more aggressive approaches with the communities and build it - and NOW.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Public Meeting Comment	98403
04/21/2016	Form	
Comment Source	Zip Code	

Comment

A completion time period for the Tacoma Link Extension to Tacoma Community College by 2041 is much to far in the future to have any meaningful impact on land use development in Tacoma. Streetcar should take less time to plan and construct than light rail, not more. An extension to TCC should be a front loaded project to provide maximum impact and catalytic increases to density in the best performing transit corridor in Pierce County, besides the Central Link connection between Tacoma Dome Station and Federal Way. Please front load an EIS process for Tacoma Link.

All light rail connections that were deferred in King County in the Draft Plan were replaced by high capacity transit studies. The connection that was removed between Tacoma Dome Station and Tacoma Mall (light rail) did not receive an HCT study. Please add an HCT study between Downtown Tacoma and Tacoma mall to link these two regional growth centers. This study should examine the possibility of connection Hilltop with the Lincoln District of Tacoma and Tacoma Mall, via Tacoma Link and the concept of linking Tacoma Dome to Tacoma Mall with Central Link light rail.

Please allocate some small amount of operating dollars to enable Pierce Transit to better connect with regional transit service. There is a profound lack of reliable local transit connectors to regional transit service - especially during the early morning and evening. Currently Pierce Transit is operating at service levels that are substantially below levels that existed ten years ago, while regional transit service has expanded. This has implications for equity and access to the system. Additionally there are very few early deliverables that actually will be seen on the ground within ten years in the draft plan. By adding operational support to Pierce Transit, transit riders will see better connections and voters will see the results of their tax dollars sooner. Thank you for your attention.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Public Meeting Comment	98403
04/21/2016	Form	
Comment Source	Zip Code	

Comment

I would be willing to defer all day Sounder Service and the light rail connection between Tacoma Dome and Federal Way if the Tacoma Link to TCC connection could be moved up in the project queue. A 2041 completion date for a feeder connection to the regional light rail system is sub optimal. If that project could be deferred to 2035 and the Tacoma Link project could be phased in at the same time, I think that would be more optimal.

Please consider a 2035 service date for both Tacoma Link to TCC and Central Link connection Tacoma and Federal Way.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date 04/21/2016	Public Meeting Comment Form	98405
Comment Source	Zip Code	

Comment

From what I observe during the total implementation period all WA residents will be paying through taxes and other revenue streams to fund the project.
It seems unfair that all WA will pay while only some communities realize the benefits before others.
Why are we in Tacoma paying for Seattle infrastructure to start improving while we need to way 20 years to see it come to Tacoma.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Public Meeting Comment	98405
04/21/2016	Form	
Comment Source	Zip Code	

Comment

Please either enforce or eliminate the rules for food and drink on buses. Please enforce the rules on using headphones with an audio device. Please make taking luggage to SeaTac easier. Grehound style buses are very hard to haul luggage up the steps, then I have had to hold luggage on my lap the whole ride from Tacoma.

Please provide better security at bus stops such as King Street in Seattle.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date 04/21/2016	Public Meeting Comment Form	98405
Comment Source	Zip Code	

Comment

I am not certain the meeting duration was long enough. From 5:30pm - 7:30pm, the meeting should eb from 5:30pm - 8:30pm. Pretzels and water are a start, maybe a certain amount of pizzas being delivered every hour while the meeting is going on.

When I walked in the meeting and people were asking questions, the people on stage were trying to accommodate people, but just bring a digital timer to hang from the ceiling and tell people at the entrance to the event and the interm that a question has time limit of three, four minutes long.

Gig Harbor and Purdy are not mention in the expansion plan for ST3, and I would definitely recommend creating an ST express bus from Olypmia to Seattle.

Nothing has been mentioned to my knowledge about amenities on ST express buses and Sounder trains, for example. King County Metro buses on the Rapid Ride offer wi-fi, some people's times via Rapid Ride are almost as long as ST Express bus ride times. I recommend implementing wi-fi on ST Express routes, all of them.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Public Meeting Comment	98405
04/21/2016	Form	
Comment Source	Zip Code	

Comment

As I am now 69 years old by the year 2030 when the first big projects come on line, I will probably be deceased or not able to drive a car. With these proposals, I will be taxed for something I will not use. I live in one of the highest taxed areas of the country right now. My property tax is already 3x what my house payment was when I bought my home.
I propose that anyone 65 years old or older be exempt from these proposed new taxes.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date 04/21/2016	Public Meeting Comment Form	98405
Comment Source	Zip Code	

Comment

- Running the link to TCC is a waste of money that would be better spent directly connection low income areas of Tacoma and East Pierce County with the job rich/warehouse districts springing up in South King and East Pierce counties.
- In generally I don't think this plan does enough to connect low income areas with job rich areas.
- Also, if you are going to jam more transit into the Tacoma Dome Area, there needs to be more parking, that parking garage is already full by 9:30am on weekdays.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Public Meeting Comment	98406
04/21/2016	Form	
Comment Source	Zip Code	

Comment

* increase funding for bicycle and pedestrian access program to specifically include improvements at Tacoma Dome station. Current bike/ped access is abysmal. We need active transportation connections safe fro people of all ages and abilities, including investing in the pipeline trail to salishan.

* use FTA guidelines for walkshed and bikeshed.

* We need additional clarity on added bus and Sounder service. This will be critical to show sort term benefit in South sound. The Sounder should add weekend service.

* Move up the timeline for light rail, Tacoma to Des Moines should be the highest priority project.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Public Meeting Comment	98406
04/21/2016	Form	
Comment Source	Zip Code	

Comment

Extend the ST boundaries to Thurston County. I have lots of idea for ST4, but no college degree because of severe ADD.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Public Meeting Comment	98407
04/21/2016	Form	
Comment Source	Zip Code	

Comment

Back to 2-3 years ago I give idea about transit in Pierce and King county and this is very good project is continue. Please make sure that will be two rail road in two way. And also will be good use sea transit too, between Tacoma-Seattle.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Public Meeting Comment	98409
04/21/2016	Form	
Comment Source	Zip Code	

Comment

In 1995 the growth management act designated the Tacoma Mall area as a regional center. The city of Tacoma is currently working on a subarea plan that is looking at how the population growing from 3,000 to 10,000 and increases jobs from 7,000 to 15,000 can occur while improving the health and safety of the neighborhood.

Since the high density designation the neighborhood has lost resources such as the Boys and Girls Club and The South Tacoma Community Center.

The plan coming out of the carrett last September includes light rail/trolley from freighthouse square to the Mall area. I do NOT see this or any Sound Transit to the mall.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Public Meeting Comment	98409
04/21/2016	Form	
Comment Source	Zip Code	

Comment

New revenue source: state income tax.
Are you biting off more than you can do?
Bus on shoulders: not likely.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Public Meeting Comment	98418
04/21/2016	Form	
Comment Source	Zip Code	

Comment

Good plan overall, wish there was a way to expedite the south sound plan faster. Let's get light rail to Tacoma! Keep it up and keep looking for design and planning options to expedite the process. :)

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Public Meeting Comment	98424
04/21/2016	Form	
Comment Source	Zip Code	

Comment

In order for ST3 to pass you are going to have to convince people like me that there is a benefit to me and others my age. According to representation at this meeting the light rail will not be available until 2033. I will be 81. I could be dead. I am still voting for ST3 because if I am alive it will make me mobile. I will be able to go places I couldn't go to otherwise. If I am in a nursing home light rail will make it possible for the staff to get to work and take care of me. If I'm dead, I had a good life I grew up in this area when mobility wasn't an issue. I have an obligation to provide future generations a great transportation system that, I, though smaller population, was able to enjoy. If you sell ST3 to the older generation and even not too old generation, ST3 will come to fruition, otherwise it won't make this project relevant to the 50 year olds and older.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Public Meeting Comment
04/21/2016	Form
Comment Source	Zip Code

Comment

I would love light rail access from Tacoma to Seatac. Preferably before 2033. Please give a 70 year old voter a reason to vote for ST3.

I generally access Sound Transit by bike, and would love to see improvements to infrastructure around stations.

I would love to see weekend and mid-day Sounder service.

Pipe line trail near Tacoma Dome station will connect many people to Sound Transit. Again, light rail connecting Tacoma to the north should be top priority.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Public Meeting Comment	98374
04/21/2016	Form	
Comment Source	Zip Code	

Comment

1. We need a lot more than vague maybes on all day every day Sounder service. The citizens in Puyallup, Sumner, Auburn and Kent deserve and demand equal rail service as Tacoma, Federal Way, etc. And some expansion of Sounder could be an "early win" project.
2. We need some projects to happen faster to show the public that early progress can be made. The timeline is too long.
3. Back in the 90s it was planned to jointly manage both the BNSF and *(under utilized) UP lines to gain more track capacity between Seattle and Tacoma. This idea needs to be restored.
4. I will have a hard time voting for this plan unless the concrete commitment to expanding Sounder service and not just more parking, better station access and longer trains.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Public Meeting Comment	98407-4711
04/21/2016	Form	
Comment Source	Zip Code	

Comment

The entire premise of how Sound Transit organized its approach was backwards. It should never have started out as a piece-meal project plan. Now you have hodge podge of pieced completed or building without any spine, in other words it's "spineless." All of the individual projects that are done are useless until connected. To connect them, you'll have to make the spine conform to the locations of the branches. I understand that the funding and its sources has driven its organization this way. But that has wasted lots of money that way (and money from any grant or source doesn't come from thin air, it comes from our pockets originally).

If we stop now, we could re-do the whole organization. Not "regional planning" but a Federal or State council (or better than a council, how about accountable elected officials). This would be project for the whole area so the next step would be the spin.

Then would come the rest of the branches after the spine is build. In the meantime use buses and park and rides to fill the gaps. Until the entire thing is done in the proper order, and therefore, better planned and less costly, my vote will be a resounding NO.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date
04/23/2016

Comment Source
ST3 Web Form

Zip Code
98499

Comment

Their need to be more storage on trains and light rail for bicycles. I'm. Already seeing overflow. Also you may want to take into consideration 3 wheeler recombint trikes popularity with the. Up coming senior generation. I have M S and had a brain operation and yet still ride my 24 speed mountain bike and take the train or bus. I live within my means and try to stay active. Some day i would like to get a recumbant trik and still be able to take public transportation. Can you help me out?

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date
04/24/2016

Comment Source
ST3 Web Form

Zip Code
98372

Comment

I live in Sumner/Edgewood. I would like to see a rail system that can get me to the airport in better time than driving or at least about the same amount of time as driving and that can cost less than driving. EVERY station should have access to direct lines to the airport and downtown! All stations should be commutable with eachother. We need to hire somebody that worked on transportation in California (BART), Boston, New York. I am a flight attendant for Alaska Airlines and have used all the systems with in the major cities of the US and We are so far behind that we need to think ahead to the future and actually make systems that are fast and efficient both financially and time. I can't even use our transportation systems because nothing works for me. When I wanted to take my kids for a ball game the cost was so high it was cheaper to drive my car and pay for parking by the time I paid for 6 people to ride the train. Its ridiculous. We need progression!!!!

Comment Date	Comment Source	Zip Code
04/24/2016	ST3 Web Form	98465

Comment

First, why are the cartoony people on this page speaking in Morse code? :)

I am well-informed on ST3 and have a lot to say, so I'll start with the important stuff:

- 1) First build early-win projects, then promise-keeping projects (the ST2 stuff) and then build busy lines before other stuff. If it's gonna be crowded, build before less-used lines
- 2) Redo Seattle. Your Seattle proposals are poorly thought out and need major changes
- 3) Less parking. And no parking garage should be free, although surface lots, being cheap, could be.
- 4) Create a useful definition for BRT, use ST branding, and apply it all over the region.
- 5) Buy the South Sounder rail lines and turn it into frequent service.

On to specifics:

General:

BRT: Create a useful definition of BRT and brand it as Sound Transit Superbus, or a better name. The definition would be mostly speed and frequency based, meaning 25 MPH including stops, and every 15 minutes except in the middle of the night. Another requirement is not ending at county lines; Swift meets the requirements only if combined with Metro's Rapidride, E for example, while Swift 2 would really need to go to Bothell. Make sure the 405, Tacoma Pacific and Puyallup Meridian lines meet the definition, and brand them accordingly. Superbus lines should be named rather than numbered, such as Evergreen Aurora, Eastside and Pacific. Consider branding some Metro Rapidrides accordingly. Then, show them on the transit maps along with light rail.

Snohomish County:

Paine Field: If Snohomish County wants Paine Field, and can build it without other region's money, go right ahead. The stop should be on a spur line, while the mainline should be direct, on 99 or 5. You could have one north-end line go to Everett and the other to Paine, perhaps.

North Sounder: Either find a way to increase ridership, or end service once Everett opens. Consider getting Marysville to join and building two stations in that city.

Order of projects: I suggest starting light rail work at Everett and heading south. Meanwhile, also work from Lynnwood and head north. Then meet in the middle. This gets the busiest lines operating first.

Paine Field spur should be last.

Seattle:

Rewrite from scratch, since your proposal is a mess. I'm not convinced that you need a second downtown tunnel, since you're proposing three lines each at 6-min intervals, and the tunnel can do 90-sec. Apply the cash savings to Ballard-UW tunnel. Also, delete Ballard-Downtown (no longer necessary), and use that savings to get West Seattle line to White Center – use Delridge instead of 35th, since Delridge is a great direct route to continue to Burien and Des Moines some day.

Use an ST Superbus for the Downtown-Ballard connection.

Eastside:

522 BRT: Make this a Superbus, call it the Bothell line, show it on transit maps along light rail

405 BRT: Same as above. Consider including a downtown Kirkland stop (not a 405 at 85th stop)

Issaquah Light Rail: Go downtown. Not to some stupid park and ride next to the freeway. Cut costs where you need to make this happen.

South King:

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

South Sounder: Platforms expansions and longer trains should be a last resort. The only priority should be frequent service, enough to put it on the light rail maps. Buy the tracks from BNSF or UP if you can. Force freight to late nights. If, and only if, you're not able to do that, then consider platform expansions.
Federal Way: Parking in Federal Way, seriously? Federal Way is nothing but parking. Find some local business to make a deal with.

Tacoma:

Tacoma Link: Move this to the top of the list. Build before the light rail. This has the most people for the lowest price, by far, of anything in or around Tacoma.

Central Link: After Tacoma Link begins construction, start at Tacoma and build to Fife. Connect to Federal Way last, since no one lives between Fife and Federal Way. Reroute to put a station at downtown, such as Museum of Glass, and then go to the Dome.

South Sounder: All comments above for South King also apply to Tacoma. Assume a Tacoma Mall station will go on South Sounder some day, not on Central Link (which should go down Pacific to PLU some day)

Pacific BRT: make it an ST Superbus

Meridian BRT: make it an ST Superbus

I know this is long, and I appreciate you taking the time to read my manifesto.

Thank you,

Comment Date

04/25/2016

Comment Source

Email

Zip Code

Comment

spoke at the community meeting at Evergreen State Tacoma campus last week but did not feel I had an opportunity to make near all of my points.

You see I was a traveling nurse for 3 years. For 5 months I was blessed to have an assignments at NYU hospital. My vehicle stayed with friends in New Jersey BECAUSE I NEVER NEEDED IT. I learned how mass transit can free a person. Jump on the subway and be in Greenwich village. Oh want to check out central park. Hop on going the other way. We will never have what NYC has but surely we can do better than this. I do NOT want to beat up on Sound Transit – they're doing great work. It just does not seem to me the growth being required in the Tacoma Mall area will be supported by this plan.

What I am concerned about is that there appears to be a disconnect in regards to the Tacoma Mall Center in the current ST3 package.

I live in one of Tacoma's Regional Growth Centers –the Tacoma Mall Neighborhood. The other is the Downtown. As we all know, a core principle of policies at every level is that Regional Growth Centers require regional transit service. Goes without saying... transit is an essential ingredient to growth management, Transportation 2040/Vision 2040 and Tacoma's growth strategy.

The Tacoma Mall Neighborhood Center currently has no Sound Transit service. Furthermore, in the current draft of ST3, no Sound Transit service to this Center is proposed. That means you can't get from there to or from other regional destinations directly. And that would not change for decades.

In my view, this is clearly inconsistent with the regional growth vision. We want this neighborhood to play a regional role. They are planning for double the jobs and triple the population (2040 targets: 15,000 jobs & 10,000 residents). Yet there is no regional transit service there. What's more, given the timeframe of ST3, we'd be making a policy decision that such service would not be added for the next generation or two.

I suspect what happened was that when the TMall LINK extension lost out to the TCC LINK extension, there was no alternate/less expensive proposal in the package. That's the disconnect.

In my opinion, we need to add that alternate proposal back in. ST3 should include:

- A Corridor Study for future high capacity transit service to the Tacoma Mall Neighborhood
- The addition of Sound Transit regional bus service to the Tacoma Mall Neighborhood

Is the Tacoma Mall Neighborhood transit-oriented today? No, it's auto-oriented. Will it make strides by the year 2040? Forgive me, but hell yes it will. This neighborhood already plays a very important role to Tacoma and has huge potential to do more. There's consistent developer interest, along with anchors starting with the Mall itself. That's like currency that can fuel change over time. It's got neighborhood assets that can be enhanced, and others can be added to make it a complete neighborhood. There is a

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

lot of underutilized space ready to be put to higher and better uses. It's got a great, central location. This neighborhood was among the first and fastest growing of Tacoma's Centers over the past 20 years.

Change happens –Positive change takes is consistent, steady actions in the right direction. Think what Downtown Tacoma or the Foss Waterfront was like 25 years ago and what they have become today. With a vision for the future, backed up with strategic public investments, this neighborhood is absolutely going to continue to transform. As one of the Stake holders working on the sub area plan we have some really cool, cost-effective ideas that are going to be huge catalysts for a strong neighborhood.(not rocket science –

I love my neighborhood. Please help me to live out my years here. At 73 I will soon be a much more consistent transit user as my ability to drive diminishes. I am counting on you planners to work for the better good.

Thank you for reading this e-mail and I look forward to your reviewing your plans and reconsidering a link to the Tacoma Mall Neighborhood.

Comment Date
04/25/2016

Comment Source
Email

Zip Code

Comment

Please remember to think outside of the box when reviewing proposals for parking garages.

<http://www.citylab.com/commute/2014/08/one-womans-quest-to-design-parking-lots-people-dont-hate/375472/>

For example, I sent the follow note to David Enslow on the proposed Sumner parking garage:

"

I have two proposals on the existing parking garage.

The first is aesthetic. In the current renderings, the parking garage is simply a concrete block. While this is typical of parking garages everything, I think there is an opportunity to use ST's 1% art policy to make the structure either blend is better, or (more daringly) make it a landmark. If it's 5 stories tall, it'll be one of the taller, dominant buildings in the area. Perhaps painting one or more sides with a public mural would be a great investment?

The second is land-use. As the article I referenced mentions, garages can be designed to support multiple uses. As a commuter garage, the space is really only "used" an hour or so each day, as people arrive in the morning and leave in the evening. Otherwise, it's a static space storing cars. Can the structure be build to be multi-purpose, perhaps by including commercial space on the ground level (perhaps a coffee shop serving commuters, or a store for the local community?) or office space. This way, people can interact with the space all day, the structure serves people in the immediate area in addition to commuters, and the city can generate tax revenue from the space.

Another option in urban areas is capping the garage with residential units, but given most of the immediately area is single family homes, I don't think this is appropriate.

While there is definitely a need for more parking around the Sounder stations, I'm worried about the garage taking away from the character of Sumner's core. There's a risk the garage, while serving the needs of commuters, is a detriment to people who live within the station walkshed. Having a commuter rail station existing with Sumner's historical center is an invaluable resource & can make the area immediately around Sumner station a desirable place to live & work, not simply a destination for commuters trying to catch their train.

I'm not sure if it's too late in the process for these types of recommendations, but I hope you found this email helpful. I'm an avid follower on the work ST does in the area, and I was reading through the open house slides soon after I read the citylab article, so I wanted to share.

Thank you for your time,

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date

04/25/2016

Comment Source

Email

Zip Code

Comment

Ladies and Gentlemen,

I am unable to attend but my community website suggested contacting you directly in the event we cannot attend.

I am a disabled veteran who lives in university place. The line I live on for 56th/ Lakewood drive is a commuters only line. It has made it impossible with the cutbacks at the Va and DVA to get to medical appointments. I can not be the only person who has had to result to using a Taxi, needless to say on a fixed income is very difficult.

It also creates an issue for a healthy lifestyle and the ability to return to college and finally back to the work force.

I have also known younger Washingtonians who have had the issues with a healthy lifestyle and the ability for continuing education as well. For a growing community that is focused on the promotion of a better life and being supportive of growing and rebuilding families it makes it very difficult.

I realize that the transportation budget only can allow so much but I am one who has not voted down the increase in tax to TPU services for public support.

Granted I can not begin to understand what difficulty you face in your day to day respected positions. I do know that light does need to be brought to the issues in hopes it will be addressed.

Thank you for your consideration of these issues.

Respectfully,

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Comments Received (Pierce County)

Comment Date

04/26/2016

Comment Source

Email

Zip Code

Comment

Dear [name],

I realize that planning beyond the expansion to MLK is years away, and also that I am not well informed as I am unable to attend many meetings due to family obligations. However, I wanted to share one thought I have long had about light rail in Tacoma.

We have a thriving business core on 6th Ave. between Sprague and Cedar, primarily, which consists largely of bars and restaurants. It is a destination for people all over Tacoma. For that reason, parking is a challenge. In addition, many patrons leave the bars drunk. For all of those reasons, and to further support our local businesses, I would urge planners to consider running any expansion past the Hilltop (I have heard talk of a possible link as far as TCC, a destination for thousands) include or approach this segment of 6th Avenue. Giving access and transport options to consumers in this active area would boost the local economy and improve public safety by reducing the number of drunk drivers.

The fact is that there are many, many more businesses the entire length of 6th Avenue than there are along 19th St. That could pose a logistical or safety challenge for a surface-level train; but in terms of where people are shopping, such a route would provide more useful service.

Thank you,

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date
04/26/2016

Comment Source
Email

Zip Code

Comment

The hearings are an hour's drive from Eatonville and more from Ashford.
I assume you aren't interested in feedback from the southern part of the county you currently don't serve and, in your plan, don't plan to serve.
The most isolated, the farthest, and the poorest residents in your plan will have no access to much needed public transit, not to mention the tourist opportunities of Mount Rainier are completely ignored. Unacceptable.
Eatonville, WA

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date

04/26/2016

Comment Source

Email

Zip Code

Comment

Fellow transit geeks of Sound Transit;

I sure hope you felt not just my appreciation but me being inspired by your work to my south. I decided to stay up past midnight to make sure my best photos were available to you before all my travels this week kicked into high order.

So please browse and share [web address] as able. A link will let you download the photos as a Zip even if not a Flickr member. Did the photography solely as a public service to SUPPORT transit, but since some abuse my sharing I have to watermark the photos (thanks ShiftWA!).

Free advice to all of you from The Great North looking down with a smile: We are going to victory in November with the genius plan to put BRT around Paine Field and a light rail spine up I-5 wearing our white t-shirts! I hope all of you getting this e-mail message are signed to long-term, Seahawks-esque contracts...

Oh and this is a ST3 comment. 2031 = light rail to Everett Station + MORE BRT for Paine Field please.

Yours;

[name]

[email]

P.S. I want you ladies to know right now I got to Everett Station at 4 PM to get on the Swift to the nearest Safeway. By the time I looped back w/ Sabrina's (and some of yours surprise) who I haven't seen in a year it was almost 5 o'clock for what should have been a 30 minute task. Swift needs to be more frequent. Happy to do it once in a while to lift spirits and jack people up for a W-I-N...

I knew it was going to tough going in there but as I try to stress to the Seattle Transit Blog commentators, typing behind a keyboard like a jerk is one thing. Being face forward and showing we care, we stand with the agency staff taking the tough miles for our cause that's how I'd rather see the transit advocacy community roll.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date
04/26/2016

Comment Source
ST3 Web Form

Zip Code
98360

Comment

Nice site but I can't click on the lines for interactive maps because I can't close the window on my mobile device.

<http://msuextensionconnect.org/aginuncertaintimes>

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date
04/27/2016

Comment Source
Email

Zip Code
98360

Comment

We will vote against the Sound Transit ballot in November because as retired seniors we will receive no benefit from it.

We live in the city of Orting and have no bus service. We would like to go to Seattle but our options are limited.

How would we get there? Drive to Sumner? – No parking! Drive to Puyallup? – No parking! Park at the Puyallup Fair grounds and take a bus to ride Sound Transit?

Why should we pay for Sound Transit to never benefit from it in our life time?

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date

04/27/2016

Comment Source

Email

Zip Code

Comment

To Whom It May Concern:

I was just wondering, It took 6 years to build the Transcontinental Railroad (even carving out the route through the Rocky Mountains, it took 9 years to build Grand Coulee Dam, It took 6 years to open the Alaska Highway to the public after it was first started in 1942, buy you clowns have to take 25+ years to build a transit system from Everett to Tacoma? What have you all done with all the money taken from riders over all the years, the public moneys given to you over the years? It sounds like mismanagement to me. I don't even work in the field, but I bet I could plan the whole thing out in less than 5 years myself. I would ask if it is Mismanagement? Incompetence? (which I lean towards), or Fraud and Thievery? I feel there should be a Federal Investigation into Sound's handling of finances and resources with indictments handed down myself and Sound Transit taken over by the State Government!!!!

[name],

Fife, Washington

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Public Meeting Comment	98002
04/28/2016	Form	
Comment Source	Zip Code	

Comment

Pleas add more trains on South Sounder - more capacity will be needed at peak periods, and we need all day and weekend service! Certainly by 2040 there will be demand to support service all day. Auburn, Kent, etc. are going to grow as people are priced out of the Seattle housing market.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Public Meeting Comment	98372
04/28/2016	Form	
Comment Source	Zip Code	

Comment

The Sound Transit 3 Draft Plan at 25 years and 50 billion dollars is a NON-STARTER. This is by far the most insane idea ever to come out of our local Government. Past Sound Transit performance stands at 100% over budget and 100% behind schedule yet still is unable to deliver the promised services. If you were in the privet[sic] sector, you would have been fired by 2001. I've known Dow Constantine since he was an undergraduate in my fraternity back in 1986. He is a product of almost 70 years of Democrat Rule in Seattle & Olympia. He, as the Chairman of the Sound Transit Board & King County Exec., has no interest in the facts of transportation or the best interest of the tax payers. More money is the name of the game. This proposal is the result of political corruption and special interest. Transportation has nothing to do with it. This proposal would kill Puget Sound. Their problem is that there is no money in doing the right thing. Tear down the convention center, expand the bus fleet, quiet spending money on bike paths, add freeway lanes (general purpose). See what Texas does. Quit trying to social engineer me, & get me out of my car. You are on the way to becoming Detroit. No, I do not support an obsolete fixed rail system that costs 600% the national average over other light rail systems. Fire Dow & the Transit Board. Start over. Think buses.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date
04/29/2016

Comment Source
Email

Zip Code
98371

Comment

We residents of Puyallup do NOT want a five-story parking garage, or any structure, that will further harm the small-town character of our home. A large garage will dominate the view on the current site of the Eagles building. It will darken our beautifully-sunlit streets and make of that corner a magnet for crime. We live here for one crucial reason: it is an oasis of peacefulness, a close-knit community which regards our walkable downtown as a precious resource. We do NOT approve any Sound Transit project which threatens that.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date	Comment Source	Zip Code
04/29/2016	Email	98374

Comment

I would like to make some comments on the Sound Transit 3 Tax package as presented in the April 17 Tacoma News Tribune:

- 1) I think Sound Transit needs to better explain where everybody's tax dollars will go (does King County pay for the services in that county and does Pierce and Somhomish counties pay for the services in their counties)?
- 2) I find it hard to vote for a project that will not get to Tacoma before 2033 (and paying for it 17 years before you can use it) even though I believe it is in the best interest for all.
- 3) I believe that the projects are not worth the cost of explaining beyond a specific area hub (i.e.-get light rail from Sea-Tac to Tacoma central and stop)
- 4) I will vote no on any tax package that includes a property tax.
- 5) I will vote yes on increasing motor vehicle excise tax and sales tax for a specific number of years.

Sound Transit 3 - Draft System Plan
Comments Received (Pierce County)

Comment Date
04/29/2016

Comment Source
Mail

Zip Code
98418

Comment

Reading your time to decide Sound Transit 3 flyer. I do have some questions: What ever happened to the plans for the Sounder commuter to be at the Dupont area in Tacoma, and is our states capital included in the commuter rail plan at some point or another? Granted the Amtrak system had at one point planned to move its station to the Freighthouse Square in Tacoma, never heard nothing more about the either. If one ever drives I-5 from Olympia/Tumwater area to Joint Base Lewis/McCord and further north, it gets rather congested at times. I'm sure some of our politicians would be interested also! As they work there, of course as this states gets more populated and is growing more and more there would be a need for more commuter rail buses and so forth. Your doing a great job of keeping us informed, some areas more so than areas.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
03/24/2016	Email	

Comment

Subject: Are you trying to kill sound transit?
If not, why such a poor plan?
2038?!?!?!?

Comment Date
03/24/2016

Comment Source
Email

Zip Code

Comment

Dear Sound Transit Board Members -

I'm writing to you with regards to the recent letter released by the City of Kirkland outlining use of the Cross-Kirkland Corridor for mass transit as it pertains to the ST3 package. I am a homeowner whose house is in a subdivision that abuts the ERC just north of Totem Lake. Our HOA owns much of the hillside above the rail grade between 139th pl and just south of the winery, which we use for recreation and access down to the valley. We take great interest in the long term use of the corridor as it will influence our recreation and commutes.

I urge you to disregard the city councils recommendation entirely and implement light rail through Kirkland using the ERC. I am aware that the city has recommended essentially a 405 based BRT solution, and if that cannot be done to basically do nothing as a part of ST3 except spend money on trail improvements. It is however to the long term detriment of the region, environment and Kirkland's other 78,000 residents do anything other than light rail. It would be a shame for a vocal minority interested predominantly in preserving their property values (which would go up with transit anyways) to kill such a valuable project for the majority.

Of particular concern to me is the cities flawed outreach program. Little effort was made to reach transit users directly at transit facilities. When I inquired I was told that Metro prohibits Kirkland from posting flyers, boards or other items on it's transit properties. So while 2,000+ people signed a petition opposing use of the trail for transit, the several times that who ride buses from the city each week were poorly engaged with. Mailings sent to residents, and engagement with community groups were distinctly "trail" oriented rather than "transit/commute" oriented reflecting the bias in the process.

While I would like to see light rail built I am concerned that the well heeled opposition from Kirkland might be detrimental to the overall ST3 package which could be disastrous. If the board concurs with that concern in lieu of light rail my major recommendation would be better express bus service and expansion of Park and Rides and freeway access/HOV lanes as appropriate and perhaps BRT "lite" on 405 avoiding expensive investments such as 85th street. Additional park and ride capacity and locations can support Light Rail in the future as a part of another ST measure when a more supportive and forward thinking council is in office. As commuting by car worsens East Link's completion will also likely influence Kirkland positions after they experience/see it's superiority to BRT.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
03/24/2016	Email	

Comment

Wonder when your public meetings will be on ST3? I got some concerns.

Yours;

[name]

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/24/2016

Comment Source
Email

Zip Code

Comment

Hey Sound Transit;

Seattle Transit Blog's Mike Orr believes, "One of the Snohomish boardmembers said it's still an open question whether the Paine "loop" (his words) would be light rail or BRT. That sounds like it leaves an opening for light rail to go straight to Everett Station (or terminate at Mariner (128th) we could argue), and a BRT line on Everett Station – Paine Field – Mariner. That might be a compromise out of this Paine Field detour dilemma."

Is this a possibility?

I think this is something worth openly fighting for.

In 2018-2019, Community Transit is going to have Seaway Transit Center at Paine Field, therefore having a BRT link between Everett Station & there would be perfect.

Yours;

[name]

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/24/2016

Comment Source
Email

Zip Code

Comment

Is the proposed ST3 link to West Seattle to be funded for above, below, or at-grade light rail?

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/24/2016

Comment Source
Email

Zip Code

Comment

Subject: Let's make ST3 go faster, please

No rail to West Seattle before 2033 or Ballard before 2038? That's crazy talk. I don't care how much it costs; I do think those deadlines are absurd.

(Well ok, I do care how much it costs, but we'd be happy to pay \$500/adult/year to get it here faster than in 2.5 decades.)

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/24/2016

Comment Source
Email

Zip Code

Comment

As a person who regularly uses public transportation to Seattle and from Tacoma each day, I've been dreaming of a day when I can take light rail instead of a bus.
Now I read that we're looking at 20-30 year time lines to see light rail to Tacoma?
Is this a joke? A lot of the people who need light rail today will be darn near retirement by the time service to Tacoma starts.
This whole project should be a 2-5 year time frame. 20-30 years is absolutely ludicrous.
This is the first time I've read a Sound Transit proposal and felt anything but excitement over a proposal. 20-30 years makes me and many others furious.
I cannot vote for a plan that raises taxes now, but can't deliver in action for half a life time
This is a complete shame and just proves that everything in Seattle takes far too long to complete compared to other cities.
I'm confident that I and many other people will not vote to approve this unless the time frame can be vastly improved.
[name]

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/25/2016

Comment Source
Email

Zip Code

Comment

Hi there,

Love to see the effort being put into ST3 proposals. My feedback: Do the whole thing in 10 years or less. The region can't wait until 2038.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/25/2016

Comment Source
Email

Zip Code

Comment

I have heard that the proposed ST3 expands the RTA taxing district. Is this true? If it is true, could you please send me a link that describes the expanded areas?

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/26/2016

Comment Source
Email

Zip Code

Comment

why no right of way street cars to serve seattle?
and why at grade extention to belltown? much fewer passangers?

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
03/26/2016	ST3 Web Form	98284

Comment

I'm an aviation photographer who occasionally visits Paine Field. I do not believe the best solution for Paine Field is light rail to Paine Field, nor do many transit advocates who are quite capable of speaking up.

Sound Transit spokesman Geoff Patrick is right (March 26, 2016 Everett Herald, "Leaders fume over Sound Transit's 2041 Everett timeline") that bus rapid transit to Paine Field from the Sound Transit spine is the best solution for Paine Field. Paine Field lacks the density to truly support light rail without a bus feeder network; but is very economically diverse and needs quality transit to most if not all of its destinations such as manufacturing, museums, general aviation hangars, and flight schools now. Although I will not get to vote for ST3; I find it hard to champion a ST3 that is slow in serving the Future of Flight with over 300,000 visits last year and does not connect Sound Transit's spine destiny to Mukilteo. There is also the sensitive matter of traffic mitigation for any commercial terminal at Paine Field seemingly absent from public discussion

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/27/2016

Comment Source
Email

Zip Code

Comment

Hello! I want to start off by letting you know that I appreciate the thought that you want to get transportation to all of our neighborhoods. The time frame in which you want to do it though? Glacial. If you want my money to pay for it you've got to be speedier.
Thanks for your time.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/27/2016

Comment Source
Email

Zip Code

Comment

I am all for the light rail projects and raising the necessary tax dollars, but the timelines for the completion of these are completely unacceptable. If you cannot get the timelines to areas like Ballard and Everett done within the next 10-15 years, you are losing my vote on this. 25 years is unacceptable, and I am not paying for something that will be completed when I am 65 and retired. I want an accelerated plan put into place and not job security for Sound Transit builders for the next 30 years!

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/28/2016

Comment Source
Email

Zip Code

Comment

ST3 is a total disgrace.

It has already been pointed out a million times, but your timeline is beyond the pale. During the 1960's, before modern computers, the Apollo program took just a small fraction of the time your ST3 proposal requires.

Furthermore, the ST3 prioritizes service to far-flung suburban areas before heavily populated urban areas including Seattle's neighborhoods. You don't need a Master degree in urban planning to understand service in Seattle would provide higher ridership and significantly better investment than connect Issaquah and Dupont, lol.

ST also has the nerve to lie about the Cap Hill - Montlake extension coming in "ahead of schedule and under budget". I was here in 1996 and I know that's a lie. The entire Link line was late and over budget and delivered less than was suggested to voters in 1996, Northgate should already be open if we were true to the original timeline and proposal.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/29/2016

Comment Source
Email

Zip Code

Comment

C-01C downtown Seattle to Ballard should replace the current project. I am not in support of the rail running on 15th--neither elevated nor at grade. This needs to be a quick and reliable route, built sooner than 22 years.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/29/2016

Comment Source
Email

Zip Code

Comment

I support the majority of the projects listed in ST3. However, I am highly discouraged and disappointed by its long timeline. I had hoped rail would reach Everett, Federal Way, Ballard & West Seattle by 2030. If the current timeline remains in ST3 and goes to the November ballot, I am casting a "reject" vote.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/29/2016

Comment Source
Email

Zip Code

Comment

How much does it cost to ride the train? When will it extend to Bellingham to as far south as possible and East as possible? Say Wenatchee or Spokane?

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/29/2016

Comment Source
Email

Zip Code

Comment

Subject line: took the survey - doesn't work
Body of email: [Screenshot of a Server Error message]

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/29/2016

Comment Source
Email

Zip Code

Comment

So...If you own a home...who pays for the proposed increased property taxes? Specifically if you own a home in Renton will you pay increased property taxes for Sound Transit?

Let me know...?

Comment Date
03/30/2016

Comment Source
Email

Zip Code

Comment

Hi guys -- First off, congrats on delivering new transit stations on time and under budget. I hope that Seattle voters continue to support investment into the region's transit.

As a bit of a nerd, I've been waiting anxiously to see the ST3 plans. Admittedly, they look pretty good, but the timeline seems awful! I'm in my early 30's, and I have to admit that it's going to be tough to vote on a transit system that won't be ready until I'm in my 50's and 60's. I want a solution much sooner than that, and I feel like a lot of people will feel that way. Can we not throw more money at the project and get it done more quickly? I'd love to be able to get from West Seattle to Ballard in the next ten years. The city of Seattle should get some more out of the plan. It seems to serve the suburbs well long term, but seems to ignore the immediate need of getting around within the city.

Why can't we get more transit stations along the line? Vancouver just approved a plan to let a developer build a station on their existing Canada line. How cool is that? I love the idea of developing transit friendly housing.

Here's a link to the article:

Developer Onni to pay for new Canada Line station

<http://www.cbc.ca/news/canada/british-columbia/developer-onni-to-pay-for-new-canada-line-station-in-vancouver-1.3511997>

Thanks for listening. Hope to see some tweaks once you get other feedback. Get the plan right before the vote and let the riders feel like they've had a voice in developing the system. We'll be loyal that way :)

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/30/2016

Comment Source
Email

Zip Code

Comment

My major concern is the price to retired people living on a fixed income. How are we supposed to pay for this on our taxes, and still live. There needs to be better tax breaks for retired citizens.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/30/2016

Comment Source
Email

Zip Code

Comment

I strongly support expediting the construction of light rail. I know tunneling is slow, but extensions between cities should go fast by using above ground tracks.

We need established light rail corridors to attract business, workplaces, and residences that are connected by rail rather than roads.

Please send me yard signs and automobile window stickers when it comes time to vote on ST3!

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/30/2016

Comment Source
Email

Zip Code

Comment

Dear sound transit

Before you expand the system, take care of the system you have. Parking at auburn and Kent sounder train stations is horrible, limiting commuters. Fix it before you build more lines. I have called several times about lots you could purchase in auburn. I'm sick of your generic answers and lack of backbone to pursue properties near the auburn station. I pay \$60 month to park near auburn until the city eliminates the lot, leaving 100 plus riders without parking in auburn. I don't support your plan because it doesn't tell me when and how you will solve my parking problem. Your permit system like in issaquah is too small and won't solve the problem. You need new lots, not garAges which cost much more.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/30/2016

Comment Source
Email

Zip Code

Comment

Rapid Ride is great, much less expensive than the trains, and can be implemented much sooner. Dedicate a lane from Ballard to Downtown and from West Seattle to downtown, run them every 10 minutes all day, and you won't need light rail to those communities.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/30/2016

Comment Source
Email

Zip Code

Comment

Hello –

I see on your web pages that you have an ST3 Draft Plan April 21 outreach event planned in Tacoma – do you have any other outreach planned in Pierce County?

Do you have staff available who could make a short presentation (10 – 15 minutes) and answer questions?

Does the ST3 Draft Plan public comment period ends April 29?

Marianne Seifert

Community Liaison

Environmental Health

Tacoma-Pierce County Health Department

(253) 798-3823

mseifert@tpchd.org

www.tpchd.org

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/30/2016

Comment Source
Email

Zip Code

Comment

Hi,
Someone told me that your new ST3 proposal doesn't have an end date for the proposed taxes. Is that accurate?
Thanks!

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/30/2016

Comment Source
Email

Zip Code

Comment

I read that it will take 17 years for Tacoma to see improved mass transit services with respect to ST-3 funding. Is this time line correct? Tacoma I-5 traffic is so bad now between Federal Way and Tacoma, how can the population growth without more immediate scheduled services manage this impact? Where is the population increase you project coming from and where is it going in Pierce County based on your power point presentation?

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

Hello All,

I am so disappointed to see that yet again we are putting Seattle "rapid" transportation at grade. It just doesn't make sense, if we want public transit to be rapid and a real alternative for moving people around the city without being impacted by normal traffic snarls, we need to get it off the roads. I cannot tell you how many times I have seen the Trolley system and the Light Rail system impacted by impatient drivers blocking right of way. ALL THE TIME, daily.

Seattle is ready to put on its big kid pants and we are willing to pay for it, but not if it's going to take forever. Let's decrease the time to get to Ballard. And connect Ballard Greenwood, Northgate, and Lake City. This Should have been completed forever ago, we already voted for it. TWICE or was it three times?

Update the proposal to get mass transit off grade and get it in as quickly as possible.

Thanks,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

Hello,

Now that I've been riding the light rail from downtown to UW I'd like to give a couple comments.

1. Adding light rail and then taking away buses makes light rail congested! At UW station students and employees are jam packed and waiting again for the train, just as we once did for the buses. Not a good solution!

2. Need more buses but also more efficiency with these trains! We'll see if the kinks get worked out, but again - we need to keep/add buses to move people!

thanks,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

The one thing this city needs, what I've been waiting and hoping for since I moved here five years ago, is a good train/transit system. The ST3 proposal just released is not that. Fix ST3 so I and other Seattleites can vote for it.

Expedite the construction of light rail in Seattle

22 years to Ballard?! 15 to West Seattle?! That's insane. First, Ballard, by every metric, should be first. Secondly, they should be started immediately, the first priority for ST3. Let's go for 5 years -- at the Out. I'm not voting for something 22 years down the line at \$50 billion.

Make Ballard to Downtown fully grade separated

Anything else is saddling Seattle with a crappy version forever. This is short-sighted and immensely stupid. Grade separation or what's the point?

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

Seattle Subway has some excellent suggestions on how to make ST3 a better package for all, and thus a higher chance of passing in the election. Please adopt these suggestions

<http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/#more-78990>

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

Dear board members,

I am writing with regards to the proposed ST3 measure. As it stands now, the ST3 proposal very unpalatable for commuters and tax payers like myself. I think that the the Seattle Subway revisions need to be included in the measure for the region to get behind it.

We are all willing to pay more for a system that works!

Thank you,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

I am a person who always said I would vote to support every and all transit initiatives. I am not sure I can continue to say that if the current ST3 plan goes forward.

My major issues are the timeline and the failure to include south end projects, specifically the West Seattle to Burien.

As a professional project manager I understand timelines. I cannot understand why these projects need to take so long.

As to service to Burien, right now Delridge and White Center are severely undeserved in the transit department. I personally stopped taking the bus when my trip downtown that used to take 25 minutes now takes 45 minutes after the 120 route was changed when the Rapid Ride line was added.

If the answer is that I need to wait 6 years for a study to be completed so that you can plan to build new service for us 20 years after that, I might as well just move to Portland. This plan is a failure, plain and simple. If I were to present this sort of a project plan to my employers, I would be fired. Who ever wrote this plan should probably be fired.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

I agree with Seattle transit blog on how to fix ST3 to speed up the process. Please no at grade rail in Ballard. I'm a huge transit supporter but its hard for me to vote yes on this one. We need it built faster. Thank you Dominguez

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

I was very concerned by the light rail timelines in the latest version of ST3. I would be very hesitant to vote for a plan that does not seem to tackle our transportation with the same urgency I feel as a commuter in this city. I would like to draw your attention to the concerns pointed out by the Seattle Transit Blog: <http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/> I strongly agree with this post and would be much more likely to vote for a plan that emphasized light rail in Ballard on a much quicker timeline than what is now proposed. Thanks for your time.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

Dear board -

The current proposal for ST3 will not pass the vote. Time and again eastside residents have shown their are not interested in transit. Seattle voters have time and again voted in favor of it.

Byt proposing a plan where Seattleites pay for eastsie transit you will not receive the votes from Seattle voters and not gain anymore support for transit on the eastside than soccer games will.

It's time. Make light rail happen in Seattle first. where people want it and pay for it.

long time resident and avid transit rider, cyclist, father.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

In order to get ST3 passed I hope you consider two important actions. 1) Expedite the construction of light rail in Seattle. People won't vote for something they won't live to see.
2) Make Ballard expansion above grade. It will serve more people than live in Bellevue! Don't make their rides slower than it needs to be. Make them above grade.

Thanks for listening,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

Writing this from the rapid ride D: the only way I will vote for ST3 is if Ballard light rail is the first and highest priority project, not the last.

As you know the projected riders to/from Ballard is 2-3x the current total riders who use light rail today. ST3 as drafted will not fly, nor should it.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

I have been carefully following the development of ST3 and was anxious to hear the details of the draft plan, but after studying it, I have to say I'm quite disappointed at both the lack of scale of development in Seattle as well as the timeline for these endeavors. The Ballard-UW line must be grade separated and its schedule accelerated significantly.

Delays on this stretch of rail will dramatically affect ridership on the single best project in ST3. Building at-grade rail will expose the entire system to delays and capacity constraints as we have seen in the Rainier Valley stretch already. Additionally, building the Ballard line at grade jeopardizes a future Ballard-Fremont-UW line while requiring the additional facility costs for a new train depot and maintenance station.

I strongly endorse the recommendations of the Seattle Subway organization. While I applaud the regional aspirations of Sound Transit, it is essential to prioritize transit where it is already desperately needed today.

Please review their recommendations for ST3 here: <http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/> . I absolutely concur with their assessment.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

Hello,

I would very much like to see light rail expand to/from Tacoma to the airport.

Also, some Saturday and Sunday travel to/from Seattle.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

What does "at grade" mean in reference to the Ballard line?
Thank you

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
03/31/2016

Comment Source
Email

Zip Code

Comment

Why can Denver do 3x the rail in a 1/5 of the time as ST???

http://www.rtd-fastracks.com/main_1

Please just do whatever they are doing. And don't tell me hills. The routing of some of these lines is like connect the dots...who is planning the alignments of this stuff?

A Light rail straight up the entire length of Aurora would have been a better idea and could be done in a few years without too many grade changes with East west bus routes feeding into it.

And the cap hill streetcar even with the 1st ave connector...is a basically a big circle! Going to and from nowhere slowly...jeez

Or even look to Vancouver skytrain, way better, way more, and way faster way to get around a similar topography..Vote now for rail your grandchildren will ride!!

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/01/2016	Email	

Comment

Hello -
How do you propose to pay for the sound transit 3 plan?
By higher property tax, by higher vehicle tax?
NO ... WRONG !
The vast majority of taxpayers do not use the system.
NON taxpayers tend to use the system.
Make system FARES higher to pay for entire project so the user pays for the benefit.

No higher property taxes!
No higher vehicle taxes!

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/01/2016

Comment Source
Email

Zip Code

Comment

Thank you for (unlikely as it is) for reading my email.
However, it just seems logical to me that if you want the entire populous of Seattle and all of the populists served by your tremendous light rail system, you should plan for the parking of said populist's vehicles.
And since the parking of said populists vehicles cannot be adequately accommodated horizontally (due to real estate constrictions), you might want to consider providing for your over-estimated ridership's parking, by building parking accommodations vertically.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/01/2016	Email	

Comment

Dear Sirs,

After watching a news report about the shortage of parking at the recently opened Tukwila station, it seemed to me that you were short sighted in not having built a multi-level parking lot at the site.

I imagine that there would have been some hurdles (environmental/bureaucratic) to overcome, but, you could have dug a couple of holes, poured footings, and built a multi-level parking structure to accommodate for the parking of the riders' cars that you hope to attract to this "environmentally friendly" mode of transportation that you are forcing on the tax payers.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/01/2016

Comment Source
Email

Zip Code

Comment

Dear Mayor Murray and Sounds Transit Board Members,

Please consider heavily the long-term value of fully grade-separated mass transit throughout our region, particularly in the planned Ballard-downtown segment near our city center. I would not buy a home with a cracked foundation and I don't want to buy and build a mass transit system with a fundamentally flawed at-grade design. Solid foundations that stand the test of time are worth the investment. This grade-separation issue, above all, either creates an effective or ineffective transit system. Growth in our region in the coming decades means this decision is a fork in the road (or railway, as it were...) between making our mass transit reach its full potential or limiting it. Please make this right by designing and building grade-separated lines in every situation where it is possible and improves how people move around.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/01/2016	Email	

Comment

I would like to see an online regional trip planner that includes all transit options.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/01/2016

Comment Source
Email

Zip Code

Comment

I am voting "no" on this project, recognizing that a \$50 Billion cost estimate is only for starters.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/01/2016

Comment Source
Email

Zip Code

Comment

1. Expedite the construction of light rail in Seattle.
2. Make Ballard to Downtown fully grade separated.
3. Provide complete funding of an Environmental Impact Statement (EIS) for the extensions from Ballard to UW and from West Seattle to Burien, and add both lines as "provisional projects" if additional funding becomes available.
4. Fund Study Work for Future Lines.
5. Fund the 130th Street station

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date

04/01/2016

Comment Source

Email

Zip Code

Comment

<http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/>

I agree with the Seattle Transit Blog article above. Specifically, please expedite the construction of light rail in Seattle, putting priority on the Ballard line and making it fully grade separated. Furthermore, including funding for an EIS for the Ballard to UW extension 'the Ballard spur' would further enhance this package and make it more likely that I, and many others, would vote for it.

Thank you for your consideration!

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/01/2016

Comment Source
Email

Zip Code

Comment

DEAR SIRs

I TOOK YOUR SURVEY, BETWEEN YOU GUYS AND THE STATE, I WILL BE TAXED RIGHT OUT OF MY HOUSE.
WHEN IS ENOUGH “(ENOUGH)”
WITH THE MONEY YOUR PLAN WANT I COULD BUILD A TOWER TO THE STARS, I CAN’T COUNT THAT
HIGH, AND YOU WANT IT FOREVER
THIS IS CRAZY

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/01/2016

Comment Source
Email

Zip Code

Comment

Hello! My name is Joshua Levenson. I just tried to get to Seattle-Tacoma International Airport from Lake City Way and 130th Street. I took the 372 but had to make my way to Husky Stadium. I did not recognize the stop and missed my flight and struck by the time it took to transfer.

A direct light rail link to Lake City from Seattle-Tacoma International Airport would make it more of an urban hub. I hope this is considered and studied in future public transportation plans.

Thank you

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/01/2016

Comment Source
Email

Zip Code

Comment

Keep extra 75 bus rt (every 15 minutes now) & new 62 -it would be even better w/kneeling busses because of the time it takes to ramp disabled riders.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/02/2016

Comment Source
Email

Zip Code

Comment

I m a supporter of high speed transit but ST3 is just too slow. We need this infrastructure in 10 years, not 25. If light rail takes this long then we need to seriously consider a plan based solely on rapid buses. Also do not understand why you are ignoring high density Seattle neighborhoods like Wallingford and Queen Anne.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/02/2016

Comment Source
Email

Zip Code

Comment

Why would I vote yes so I can help subsidize yet another unprofitable lite rail system. This voter says Hell NO!

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/02/2016

Comment Source
Email

Zip Code

Comment

Hi,
I would like to propose that enough parking be included with any transit package. I would have liked to take light rail but no parking is available. Park and rides must be included.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/02/2016

Comment Source
Email

Zip Code

Comment

Hello. I strongly urge you to better coordinate with the other players who provide transportation to our area.

Metro has reduced the service on Route 43 from U-District to Capitol Hill & downtown. The new Sound Transit light rail station that just opened near Husky Stadium is cited as the reason. Apparently Metro assumes University students & staff will be willing to walk to Montlake to catch the light rail, then walk from whatever light rail station is closest to where they need to get. Sounds theoretically logical, with fewer buses resulting in less greenhouse-gas emissions. In reality, this change misses the likelihood that folks will now weigh whether it's actually cheaper/more convenient to drive their individual vehicles, parking at the U's large lot which may be as close or closer than the light rail station south of the stadium. Eliminating Route 43 trips between 3:47 & 6:11 puts many campus commuters in this dilemma. If the objective is to reduce # of buses, why not spread this reduction more evenly so that some of the 5+ buses that go every half hour or less between 6 - 7p.m. are dropped & buses are added back to the earlier 3:30 - 6 p.m. timeframe?

I know you are not Metro but they are your partner. This problem just underscores my main concern: the need for more effective coordination if we are going to have a top-notch regional transportation network.

Thanks for taking a look at this,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/02/2016

Comment Source
Email

Zip Code

Comment

To whom it may concern; I do not use sound transit and would like to see an opted out space on our license tab renewals like the \$5.00 opted out for State Parks donations. It isn't right that People that do not use Transit or live in Eastern Washington have to pay for such an expensive project when there are many other things needed. I am against having to pay for something I do not use.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/02/2016

Comment Source
Email

Zip Code

Comment

Light rail was originally scheduled for relatively early construction across the Central Sound, Federal Way, Tacoma, etc. Then, It was delayed, heavy rail was originated (LAKEWOOD TO SEATTLE BUT DURING COMMUTE HOURS ONLY), and light rail delays continue for the Central Sound. Central Sound residents contribute just as much financially as Seattle, the East Side, and North Sound, yet Central Sound residents seem to be overlooked in the near term for light rail with priority given to Seattle, the East Side and North Sound. Please realign and reschedule light rail construction to be in line with existing needs throughout the day for the Central Sound.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/02/2016

Comment Source
Email

Zip Code

Comment

Dear Sound Transit,

Please, please, please, let go of your fascination with fixed rail transit! It is outmoded, outdated, way overpriced, and ineffective! Our (taxpayers, remember us?) money would be better spent expanding bus service, adding efficiencies to roadways, and perhaps sponsoring research into new technologies than anything to do with trains. Trains, by definition, have no flexibility. This region is dynamic and any publicly-funded projects need to reflect that. What happens when everyone in Everett who is projected now to use the train when available, assuming it is finished on time (no historical precedent), is commuting virtually by then? The government would likely end up ripping out the tracks and going "Rails to Trails," as they are doing now with freight tracks throughout the region.

I understand there is a strong propensity toward the "do something" paradigm, but this whole idea is actually counterproductive. It causes the congestion you purportedly wish to alleviate by clogging up the corridors that those of us with productive intent use to travel from where we retrieve the items needed to perform work and where the work is done. Please set aside your equation of "edifice equals accomplishment" and work to actually solve or at least lessen the problem. If you cannot do that, I would be in support of paying you to stay home and play video games, read books, work in the garden, or whatever. Perhaps an empty warehouse in Seattle could be put to use housing an expansive model train exhibition with on board cameras and computer controls for even a few million dollars if that would satisfy your fascination with this 19th century technology. It would be just like being there without the negative impact on the rest of us! Cool, huh?

To sum up, if you missed it, I am against ANY rail transit expansion, including finishing what has already been started. I am firmly against any new taxes to pay for it. It is throwing good money after bad.

P.S.: Here's another idea: put couplers on the front and back of buses and paint/decal them to look like trains. Similar look, considerably less expense! Whistles optional.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/02/2016

Comment Source
Email

Zip Code

Comment

I had hoped to be able to use the new University transit station but find that it has been poorly planned for bus connections and without any part-and-ride area provided. For these reasons, I must continue to drive everywhere! (I cannot ride a bicycle.)

With this sort of planning, how do you expect to get people to stop using cars?

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/02/2016

Comment Source
Email

Zip Code

Comment

I wish sound trasnsit would quit forcing unwanted taxes down our throats. We have had enough! Just ask Dori Monson on KIRO radio!

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/02/2016

Comment Source
Email

Zip Code
98338

Comment

How do I find out if I'm in the Sound Transit taxing area?

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/02/2016

Comment Source
ST3 Web Form

Zip Code

Comment

Seattle money stays in Seattle for Seattle transit. Seattle money does not pay for transit for people who moved to suburbs to avoid Seattle taxes. This is what defeated the last transit proposal.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/03/2016

Comment Source
Email

Zip Code

Comment

Sure wish I could come to one of the sessions but will not be in town. However, I have several concerns. I have already lost my bus to downtown and the light rail will not fix that situation. I have to walk a bit over 1.5 miles to the nearest C stop, something I can do easily however it does add 30 minutes each way.. More concerning is the budget. Every project that I am aware of is completed late and over budget. How is it remotely possible for you to come up,with a project this enormous spanning 20 - 25 years. How are you able to know what the cost of equipment, supplies, land, salaries etc will be in even 5 years? Your track record makes me absolutely convinced that the actual cost will be more than double this budget. You do not even have a guarantee that the necessary property will be available. Like all levies I will vote no. Until I see evidence that my tax dollars are being spent as promised I will continue to vote no. Thank you. I would like a response indicating that this has been read and forwarded to someone on the appropriate committee. Please surprise me and confirm this has been done.

--

[4/3/16]

As expected my email was a complete waste of time and will be automatically deleted.

--

[4/18/16]

Still waiting for an answer. Thanks

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date

04/03/2016

Comment Source

Email

Zip Code

Comment

You want how much money?

Ridiculous. \$50 Million in King County only, but we are paying for Tacoma, (Pierce County) and Everett, (Snohomish County) I don't see where they are balloting on their property Tax. The program leaves out all of the Kent Valley and Boeing, (one of the Largest employers, (Or do you know something the rest of us don't).

Want to start over and build a project that includes many more of the residents of the area before you ask for this much money.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date

04/03/2016

Comment Source

Email

Zip Code

Comment

Emphatically....NO!

You government officials do nothing but waste our money.

Light rail with virtually no parking. People still have to get to the main line. Multiple busses and then getting on this is not a timesaver.

This is more income redistribution for those that do not pay taxes. Most of the time I've seen that train, it is empty. Busses would be cheaper, access many more areas, etc.

State, County, and City employees need to be reduced, by at least 25% in the upcoming year, and another 25% after that. Give them unemployment and retraining for a year.

No more money for cutting down the amount of available lanes to put in NEVER used bicycle lanes.

No more money for the gay mafia and their rainbow sidewalks.

No more money for the bums living under the freeways. Knock em in the head with a billy club and quit giving them freebies. It will clean up fast.

In short, you Party Elitist government workers waste, waste, waste our money. You should not be allowed pensions period, nor should you get all the crazy salaries you do. I've worked private industry my entire life and have received almost nothing back from your ilk. One day....but it will be too late most likely, you government blood suckers will get it.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/03/2016

Comment Source
Email

Zip Code

Comment

As a regular commuter using the SR-512/I-5 park-and-ride into Tacoma and riding the Sounder to Seattle, I have the following comments.

- Make permanent restrooms available and sufficient quantity at all stations!
- Replace the “honey buckets” at SR-512 park-and-ride with permanent restrooms.
- Upgrade (expand, heat) the too-small weather shelter at SR-512.
- Provide connections between Amtrak and Sounder train going to SeaTac Airport. If it’s available now, it’s convoluted about how to get there.
- Expand Sound Transit to include Thurston and other counties to include the entire Puget Sound urban base. People who work in Seattle are living – and commuting – farther away. Make it easy to commute!
- Make the Tacoma Link rail a loop system to encompass more of the city.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/03/2016

Comment Source
Email

Zip Code

Comment

To make mass transit work in south king county more parking is needed at the transit stations: light rail, sounder rail, bus. The area is too spread out for local bus service to be effective, but people will drive to a local station if they can find a parking spot. Many stations lots are full by 8 am, so there is even now way more demand than capacity.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/03/2016

Comment Source
Email

Zip Code

Comment

Hello -

Just took the survey and left some comments there. My last comment is that I hope there can be a public open house, or similar event at UW. UW represents a HUGE population of public transit users who may be too busy to leave campus to attend an open house elsewhere. In addition, there is a whole school of students who are interested in urban and transit planning, who I think would be very interested in supporting and helping sound transit 3.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/03/2016

Comment Source
Email

Zip Code

Comment

Why are you taking so long to get light rail up to the North end?

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date

04/03/2016

Comment Source

Email

Zip Code

Comment

Hi,

I don't know if this is the adress to send this to. The most recent update in bus service and the 72 route being eliminated was unexpected and inconvenient. Though I am not a student I have used this route to get to the university area for things like the farmers market and the volunteer work. Looking into the changes there are no comparable routes in convenience or time. The amount I take this route is rather varied due to different events during the year, but I still appreciated this route and am sad that it was discontinued.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

Please provide the amount of taxes in aggregate per year collected from Shoreline residents since SoundTransit began its so-called light rail project. Please identify the year when such taxes were first collected from Shoreline residents.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

Sound Transit: I thought you might be interested in the final comments I posted in your ST3 survey that I recently submitted:

Sound Transit cannot be trusted to responsibly and reliably manage any project of this scale, and has a VERY CLEAR RECORD of lying to the public. You routinely report project costs and schedules and ridership numbers and project scopes to be major successes when they absolutely are miserable failures by people who are never held accountable. TRUE accountability and integrity are something I require to even consider supporting any public agency or project, and unfortunately, ST is yet another government agency that does not at all tell the truth and quite obviously skews data and misinforms the public in order to further its own agenda.

I notice that nowhere in the introductory pages of this survey do you mention the FIFTY BILLION DOLLAR pricetag (like you'd be anywhere near that anyway, I know). Beyond this, light rail does not fit into most people's lives and this project would benefit a very few and cost virtually everyone, and provide VERY LITTLE RELIEF to our traffic congestion around here. Far MORE could be done with smarter bus routes and some expansion of commuter rail lines on existing tracks, for FAR less money. It's quite obvious that Sound Transit is all about grabbing more money and more power and more self-preservation. You should be ashamed of your never-ending deceptive misinformation practices.

I WILL NEVER EVER SUPPORT ANY PROJECT PROPOSED BY SUCH A DECEPTIVE, UNTRUSTWORTHY AND UNRELIABLE AGENCY.

SL

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date

04/04/2016

Comment Source

Email

Zip Code

Comment

Dear people,

Although I do support funding for future rail transit, I am against any raises of my car tab taxes or sales taxes. I am a senior on a fixed income and the last car tab raise really blew my budget. Why not charge people who drive big trucks and SUV's for it and/or have sports teams who play here pay a tax/fee, as they do in some other places. We also need a sales tax system that is fair to people on fixed incomes, in other words taxes according to income. I will support a transit bill only if those or other sources of funding are found that do not put the burden on the poor.

Yours sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

Hello,
I'm really excited that ST3 is finally becoming a reality. I love that West Seattle, Ballard, and other areas are finally getting potentially serviced. Seattle is an amazing city that is growing faster every year. Please take into consideration ways to speed up the transit process to get these lines activated quicker than the 20 years planned. I don't mind paying more \$\$ for faster turnaround. We needed this transit system years ago... Not 20 years in the future.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

Dear Sound Transit,

The Public Transportation in the Seattle area is ridiculous. Seattle's idea of mass transit is to put people on busses that sit stuck on I-5 with everyone else.

Amsterdam, New York, and San Francisco have superior systems that were built decades ago.

Unfortunately, the system has been so bad for so long that people have been forced to purchase vehicles. It is too late to turn back time 50 years and force people to use mass transit.

In addition to the \$220/month fares collected from commuters, Sound Transit already collects tax revenue in multiple ways:

Retail sales tax: 0.9 percent

Rental car sales tax: 0.8 percent

Motor Vehicle Excise Tax (MVET): 0.3 percent

The proposed tax increase would increase taxes on our home between \$1,000 and \$1,500 / year, and we do not commute into Seattle. SoundTransit does not go where I need to go when I need to go. My Daughter tried to take Sound Transit to Raisbeck Aviation High School and there were only 2 train / bus combination times in the morning and 2 in the afternoon getting her to school hours early.

If mass transit is such a great deal, why can't it be supported by the customers using it? Because Sound Transit only services a small fraction of the population that is taxed for it. Sound Transit does not make financial sense. If it did, it could run as a business. Instead, Sound Transit is a quasi government / quasi business skirting laws all around.

I am tired of government agencies looking for a way to tax more. Live within your budget.

Mark

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

· The Mayor and City Council's growth plan for Seattle is flawed. I am watching monthly as new apartment buildings pop up everywhere in Seattle. Just visit Ballard to see examples of too much density being allowed in the city limits. Is it no wonder that car traffic is now out of control with clogged surface streets everywhere? Seattle leadership is digging itself into a hole that we will suffer with long into the future.

· As a home owner, I am wondering how much longer I can live in Seattle with continued transportation, school and general levies that all end up on my property taxes. Does City leadership understand, especially for retired, fixed income homeowners, that there is a limit to what we can absorb. I think the Mayor and City council are out of touch with reality.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

Light rail to Ballard is the most important project in the plan and it should be moved to open much sooner than is scheduled. It should be on the fast track.

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

I will be voting yes! But the ST3 proposal will absolutely not pass without change.

Voters will reject the proposal outright unless we're provided serious hope of approximately halving the length of the timeline for Seattle rail projects. You can get these voters back by providing a most optimistic alternative timeline (posted directly alongside the existing conservative one) that assumes best-case scenarios and the following possible benefits: 1) the Seattle economy does very well and revenues exceed expectations, 2) local municipalities vote to pay more to speed up their project(s), 3) the state loosens the bonding rules to allow for more up-front spending, 4) make all parking paid-parking.

And how about opening up a partial Ballard line say, 8 years before the tunneled line is complete (say...initially open it from Ballard to South Lake Union). Or: save tons of money by doing Ballard-->UW instead, and skipping the new downtown tunnel (for now), allowing the new line to open up wayyy sooner.

Also: 1) Out of Seattle, we need serious density (TOD) pockets so that thousands more people can walk to the stations from these new neighborhood centers. Giant parking structures are NOT compatible with neighborhood centers and walk-ability. 2) there is no need for a spine between Federal Way and Tacoma, because taking Link from Tacoma to Seattle/Everett doesn't make sense. Instead, expand the Sounder schedule, and expand Link within Tacoma area. Seattle and Tacoma's link lines do not need to connect because we have the faster Sounder option already.

Doing my part to get this passed,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

Dearest Board,

As a life long resident of Seattle, a teacher, parent, a member of the community, I implore you to channel your enlightened despot and build the Ballard line phase 1. Enough consensus already!! We are now, during rush hour, second worst in the nation. With 70,000 new employees set to join Amazon by 2019, I find it amazing that the Ballard line and it's link the the U-district are even up for discussion.

Best Regards,
Carl Faucher
Phinney Ridge

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

Hello,

Thank you for your hard work on the ST3 project. I appreciate the design and effort that have given us the successful light rail we have already.

The Ballard - Downtown and Ballard - UW - Redmond line options are vital, and should be accelerated.

>The (huge) body of UW students are especially dependent on public transit

>Our regions bridges act as inherent choke points for traffic. So, any tunnel that allows people to circumvent these bridges will prove especially valuable to regional transportation.

>Ballard and all of North Seattle are largely disconnected. Extra transit in this area would see vast ridership.

Having ridden the UW-Capitol hill line frequently since its inauguration, I am inspired at the possibilities these projects could bring to our region. The light rail has now replaced driving as the most convenient way to get to Capitol Hill, and huge numbers of people are flocking to it as a result. Wherever transit becomes the best travel option, we will see a huge benefit in reduced congestion, faster commutes, and closer communities.

We should also be careful not to hamper future options by building large parking lots surrounding the light rail stations. This adjacent area should also include housing, shops, and the kind of public spaces that people want to visit. I applaud the design of the UW and Capitol Hill stations as fitting with the community of their neighborhood and encouraging a flourishing urban environment.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

The Madison St BRT seems unnecessarily disruptive for insufficient gain.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

Dear Mr. Butler,

Please SAVE OUR TRAIL. We STRONGLY SUPPORT:

The Better Option - Bus Rapid Transit on I-405: ST3 E02 Sound Transit offered another option that puts BRT on I-405, with a bus station at NE 85th Street. This option would cost less to build and maintain, serve a larger portion of Kirkland's taxpaying population, and provide more ridership and faster service than mass transit on the Cross Kirkland Corridor. Based on Sound Transit's own data, BRT on I-405, per ride, Costs 40% less to build, Costs 38% less to operate, Carries 27% more riders, and Moves riders 22% faster . . . as compared to the Trail option.

OUR TAX DOLLARS WILL BE MORE EFFICIENTLY USED WITH MASS TRANSIT ON I-405.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

Ride bus daily and pay the extra 1 dollar to cross county line for the 10 min ride to 45th st the train was promised for 2023 on first vote so for my vote this time the mile and one half to Lynwood would have to be done in 2 years

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

You folks should scrap the entire idea of light rail. There were sound reasons in the '40's and 50's for the abandonment of many passenger rail lines, i.e., trolley lines, etc. Too much cost for the infrastructure, both building and maintaining. It was much more simple, then and now, to use existing highways and roadways. A big plus is the flexibility of using existing infrastructure, it is easy to relocate service lines. DON'T FORGET, MOST OF US DON'T LIVE NEAR WHERE YOU WILL HAVE TERMINALS! Light rail has been a failure, and huge taxpayer burden in every locality where implemented.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

Hello

I am asking again to consider adding Renton to this plan because many deaf blind ppl live in Renton and light rail would be awesome! The line can connect between Tukwila station and Bellevue station we already have train track in Renton one block from Renton Transit Center currently Boeing is using it and im sure it can be shared with light rail

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

Rail transit is a profound waste of taxpayer money. Rail was studied extensively years ago by the Greater Seattle Chamber of Commerce. I was one of the strongest supporters of rail – until I saw the numbers. Rail transit is a dead loss financially. The subsequent decision to go with rail was a political one advocated by a King County Executive who is long gone. The technology is ancient. The forecasts of future ridership are exaggerated. The “light rail” panacea, while seductive, is not supported by human behavior models. Here is what should be done:

1. Stop all light rail expansion.

Find a private investor to purchase the present light rail system.

Expand bus service, an immediate solution which is far cheaper, and is not fixed point-to-point.

Use the money from 2 (above) to explore new technologies, such as “drive by wire,” and driver-less cars.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

I wanted to get an idea about how long it will take to take the future light rail from Federal Way to Seattle. Do you have an estimate? I'm not sure if you also know travel times on the Sounder, but what's the travel time between Auburn and Seattle?
Thanks

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/04/2016

Comment Source
Email

Zip Code

Comment

I am a family physician serving mostly people of low socioeconomic status. I have heard many complaints from my patients regarding the plan to drop local transit services and the general shunting of bussing to light rail. Many of my patients have no interest or need for traveling to downtown Seattle. What they need is local transportation to school, grocery shopping, the doctors office, social services, church, library, etc. Please consider as part of this plan, a way to get more local service back to my patients.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/04/2016

Comment Source
Mail

Zip Code

Comment

You are already thirty years behind the times. Speed up your time table - light rail from Tacoma to Everett in seven years. Use eminent domain. You have to get cars off the road.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/05/2016

Comment Source
Email

Zip Code

Comment

Using taxpayer money to fund light rail is absurd. I never use Light Rail and therefore should not have to pay for it please stop.

Comment Date
04/05/2016

Comment Source
Email

Zip Code

Comment

Sound Transit,

I appreciate what you guys are finally trying to do, but it's WAY too late for Puget Sound area commuters, and especially, it's taking you guys WAY WAY WAY too long to get things going!!!!!! What in the HELL are you waiting for?????????

You guys appear to be even more slow, more inefficient, more inept, and more bureaucratic than all the other governmental and pseudo-governmental agencies COMBINED. You guys waste WAY too much time "studying" and "planning", instead of actually DOING!!! Many people around here will be long DEAD before you even come close to finishing what we should have started over 30 years ago.

But of course back then (when we had several mass transit votes that failed in the 1980's), way too many people around here were far too STUPID, and far too short-sighted, to see the obvious future of traffic in Seattle. And now, we are all paying for that complete and total IGNORANCE.

So sadly, and well before you guys get your act in gear, if people think the traffic is really bad now, they ain't seen ABSOLUTELY NOTHING yet!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

So, "good luck" with all that, and please feel free to get all of your collective butts into a higher gear anytime..... ;-)

Sincerely,
Robert L. Klewitz, P.E.
Former Traffic and Transportation Engineer

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/05/2016

Comment Source
Email

Zip Code

Comment

Very disappointed that we are not getting light rail that runs down the I-5 and I-405 corridor. What a terrible waste!

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/05/2016

Comment Source
Email

Zip Code

Comment

STOP!!!!!!!! asking for more money!!!!!!!! Live with the budget you have like the rest of us! We are already taxed to build the system and I agree we should have more mass transit like the European model, but that does not mean you need to build it all at once or at an accelerated pace! I will vote NO!!!! on any proposal in November that asks me for more money. Stretch your building plans out over a longer term to efficiently use the revenue you already have! My wages have grown zilch, but various public entities (schools, parks, police, fire, transportation...) keep asking for more money on top of what you already have. STOP!!!!!!!! Manage what you have!

Dana Rush

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/05/2016

Comment Source
Email

Zip Code

Comment

Completion in 2041 is way to long of time period for people who have sacrificed and paid tax dollars for this project that links Everett to Seattle!
You need to reevaluate and come up with a shorter time frame for completion, like the mid-2020's for sure.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/05/2016

Comment Source
Email

Zip Code

Comment

On April 7th at City of Kirkland I am going to win an award at the Volunteer Appreciation Celebration for the volunteer work I did for CKC. When I accept the award I want to wear a Sound Transit Hat or Tee Shirt. Where can I get one of them?

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/05/2016	Email	

Comment

1. Interfering with Metro routes ie now we cannot get downtown from university are in under 40 minutes guess what we walk down there faster.
2. Interfering but POOR interface between systems no transfers
3. Expensive
4. Slow
5. Bureaucratic
6. Rule-Ridden
7. Disfunctional

HOW DO WE ASK FOR THE DIRECTORS RESIGNATION?
HOW DO WE VOTE TO HAVE HIS TERM ENDED

Anonymous

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/05/2016

Comment Source
Email

Zip Code

Comment

Attention Sound Transit,
I do not live in Marysville WA myself, but I strongly want to point out that light rail connection to Marysville should be a huge priority in Sound Transit 3.
According to the Washington State Financial Management, Snohomish County is projected to gain about 350,000 population by the year 2040.
With this fact being stated, Marysville can't wait as even the current traffic between Everett and Marysville is gridlock.
The city of Marysville will soon be a major population player that demands appropriate transportation infrastructure.
Thank you for reading my feedback.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/05/2016

Comment Source
Email

Zip Code

Comment

Your on line survey questions do not match up with the answer boxes. Some answer boxes are missing so answers are for wrong questions....useless survey..
About as good as your plan for Everett service.....
Phil B

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date

04/05/2016

Comment Source

Email

Zip Code

Comment

It is very important in developing legislation for Sound Transit that the mistake made in legislation for the RTA tax provisions not be repeated. In the RTA taxes that are applied to Washington State vehicle licenses, an RTA tax is levied upon license renewal on certain recreation vehicles. RV vehicles like trailers and 5th wheel trailers are not taxed, but Motor Homes are. This is discriminatory, unfair, and should be revised.

I currently pay the RTA tax when renewing my car tab, in the amount of \$35 which is about 34% of the cost of the tab renewal. I also end up having to pay an additional RTA Tax on my Motorhome, which has a much higher dollar value as it is a home on wheels (air conditioner, refrigerator, oven, cooktop, beds, tv's etc.) and the cost for this RTA tax is \$263 which is 2/3rds the cost of the tab renewal cost. This is not fair, is discriminatory, and Motorhomes should not have an RTA tax levied on them.

I would like a reply to this email to ensure that my feelings and thoughts have been accepted and will be considered.

Thank You

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/05/2016

Comment Source
Email

Zip Code

Comment

Shelley Stalwick, Real Estate broker in Kirkland, called the ST3 information line to request a 20-30 min briefing with approximately 50 brokers who work around the Puget Sound, predominantly on the east side. Here are the details:

Time: Tuesdays between 9:30-10:30 a.m. at their regular staff meeting

Date: Any Tuesday in April

Contact info: Shelley Stalwick, 425-823-4600 (office), 425-814-1261 (mobile), stalwick@windermere.com

Main interests: East side planned ST3 projects, but also overview all Draft Plan projects (agents work as far north as Everett)

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/06/2016	Email	97125

Comment

Hello ST Board members.

First of all let me thank you for the ST 3 draft proposal. I have responded to your proposal by taking your followup survey. However I want to affirm to you that I believe there needs to be substative changes to the drafted plan that serve our tri-county area.

The density of Seattle demands a real solution sooner than later. Ridership just from Ballard to downtown Seattle exceeds what the whole Portland light rail system. The plan needs to include a line from Ballard to downtown at seperate grade. 22 years is too far out. You will loose Seattle with the plan as presented.

The line from West Seattle to downtown is another priority.

The plan should also include a station at NE 130th Street.

It should also include funds to designated for Environmental Impact studies so you are ready to move forward with speed as more funds become available.

Looking forward to seeing you at the community meetings. Together we can make an effective rapid transit plan for the Puget Sound Region.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/06/2016	Email	

Comment

These transportation plans of yours are simply ridiculous. Why should all of us pay for something we will never use? If your true objective here is to get mass amounts of people to move away from here, you are succeeding. Our taxes keep going up and we see nothing, and I mean nothing you are doing with the money. I would be willing to bet your salaries will be going up by leaps and bounds.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/06/2016

Comment Source
Email

Zip Code

Comment

Hello -

I am happy to see continued plans to extend light rail in the region. I have two initial concerns. 1) The commuters from Issaquah to Seattle would need to go through downtown Bellevue and could not ride along the I-90 corridor. How long is the estimated commute from Issaquah to downtown Seattle using the separate rail lines? 2) I did not see where park n rides will be located. I hope these are being built as part of the plans.

Thank you,
Brittany

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/06/2016

Comment Source
Email

Zip Code

Comment

I'm very disappointed that the 73 bus route no longer goes to downtown. I'm very unlikely to go to the university and transfer. The 77 bus is wonderful at rush hour. A few midday busses would be nice.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date

04/06/2016

Comment Source

Email

Zip Code

Comment

I abandoned the survey at soundtransit3.org. Despite being generally supportive of light rail and mass transit, I don't see a way to express on the survey this message: too little, too late, too expensive. Apparently I'll need to continue driving from the Eastgate area of Bellevue to SLU in Seattle for the next 20 - 25 years unless someone decides to improve the bus system in the meantime. That means I'm voting every day with my car and I want to see better roads.

Comment Date
04/06/2016

Comment Source
Email

Zip Code

Comment

Dear Sound Transit

As a former elected of nearly two decades, and 20 year commuter from Tacoma to Seattle, I understand that the Puget Sound needs to invest in mass transit. We are way behind and should have supported the local match for the federal grant that went to Portland decades ago. I remember attending a Puget Sound Regional Council meeting downtown some years back, wherein a retired engineer came in holding the plans for what would have been light rail right up the I-5 corridor - lost opportunity!

That said, if your going to float such a massive undertaking I think you need to boost citizen faith in the Sound Transit organization. The track record for on time and on budget is poor. The Organization is flat and needs to be streamlined, just look at your org chart. Perhaps an audit to look at streamlining the organization and reducing overhead would help with the public perception as to where their tax dollars are going and whether they are being well spent?

Maintain what you have, it seems I get almost a daily email advising of a train with mechanical issues (usually it's the same train and a door issue). Does anyway at Sound Transit pay attention to these things? Why does a broken down car at a crossing result in a forty minute delay? Contract with the local tow companies to prioritize clearing and put the cost/fee right in to the motorist.

Sound Transit recently passed a reduced fare program, which was funded by an increased fare on existing riders, no comment taken prior, and what can only be described as a lame email announcing the wonderful new program, and a note as to the associated fare increase to support such program. Not even a thank you to those paying for it, and given no say? That simply put was stupid!

As to the ST3 funding, you can't keep heaping more on the sales tax, and driving it over 10%. WA State's tax structure is regressive enough as is, and folks I am a Republican. What about some user fee increase in the mix? What about a surcharge on those urban centers where properties are most likely to benefit or utilize such improvements? Let's face it a homeowner out in Buckley Enumclaw etc didn't locate out there to take advantage of mass transit, and is already paying on the gas taxes passed on the prior.

As an example, Seattle voted for a tunnel to replace the Alaskan Way viaduct, agreeing in the process to accept responsibility for over runs. Through some quick politics they then managed to pass that burden, which was easy to predict would occur, back on to the State as a whole. Let them help fund much needed transit improvements between downtown and Ballard etc - it is a mess! Same with Redmond and their demands for underground light rail. If it so important, they should surely be happy to bear the added cost.

Set one standard, if a city wants enhancements over and above, it's on their dime. One doesn't have to look to hard to notice that transit projects in King County are done with priority, and enhancements versus what is done and the associated standards utilized in Snohomish, Pierce, Thurston and points beyond.

Best of luck!

Best regards

BDJ

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/06/2016

Comment Source
Email

Zip Code

Comment

Thank you for considerations for our Lake Forest Park community that is such a big user of Sound Transit services. Please keep us in the final plan!

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/06/2016

Comment Source
Email

Zip Code

Comment

Sound Transit Board Members,

Glad to see you decided to go big, not as big as I think you should have, but better than the piecemeal building you have already done.

As a huge supporter of grade separated light rail mass transit, I was very dismayed by the timelines put forth by you for light rail to West Seattle and, to a lesser extent, Ballard. I understand that this cannot be built in a day, but as someone who has been paying taxes since Sound Move was enacted, with basically nothing to show for it here in West Seattle, it is time that Sound Transit steps up and figures out a way to speed up the glacial pace at which you seem to think the region can survive until these projects are built. You know you need Seattle's votes and you also know that you are rapidly losing those votes with the proposal as it currently stands. I rode to UW last weekend and I love it, but I also don't want to have to take a bus or drive my car to get to the closest station to me, SoDo.

As far as the spine goes, you really should stop at Lynnwood and Federal Way for now (my personal opinion), since Lynnwood is already funded and Federal Way will be when additional funds become available (could be with the money you're already saving). But, I know you need all sub area votes you can get, not just Seattle. The reason I say this is that you already have Sounder Trains to and from Everett and Tacoma. Suggestions - Beef up that service at a fraction of what it would cost to finish light rail to those cities. Build a slide shelter (partner with BN if you have to) so that Seattle-Everett service isn't disrupted for days on end. Make a stop in Ballard so that you can get folks there faster transit sooner. This money savings could be put towards the second Downtown Transit Tunnel, which ultimately benefits everyone in the region and get it built faster.

As for your 'early deliverables', how much money will you waste on trying to upgrade Rapid Ride C and D when we already paid Metro to save bus service, and then the city for Move Seattle to make the roads better, which won't get roads fixed around me, roads that won't last another year, for 7 years, when you really cannot without making them grade separated forms of transit. You can't just say you will upgrade these. You need specifics as to what you plan to do.

What it really boils down to is this. You need funding faster, but you cannot get taxes any faster than you already do. The only other option available to you, that would get you money immediately, thus funding the EIS, and possibly portions of the design phase of ST3 now, instead of waiting for other projects to be finished is the Employer tax.

It is time for Sound Transit to include the Employer tax of \$2 per employee per month on the ST3 ballot measure. This is a no-brainer and they need to start paying their fair share.

As it states on your website, this has never been enacted by Sound Transit before, even though you have the authority to do so. All you need is voter approval.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

By doing this, as it is a new form of revenue, one would think ST could use this money to start the EIS work on all proposed lines and proposed extensions (West Seattle-Burien, Ballard-UW, plus the commuter rail study in Orting), since it is not earmarked for any other prior projects, without sacrificing your already funded scheduling, bonds and grant money, and will help make all the projects for ST3 doable years before your current draft proposal. This could definitely get you further into West Seattle (Morgan Junction, High Point, possibly Roxhill/White Center?), which I feel is sorely needed, and in turn gives folks south of Seattle an idea that they will be included soon and not ask "why Sound Transit is asking me to find Pluto with my naked eyes" and just vote yes on something I will never see. Remove the at-grade option to Ballard.

The tri-county area has roughly 1.87 million jobs as of last year, obviously with some of those being Out the taxing district, but those job numbers will in all likelihood continue to increase. This equates to more than \$40 million in revenue for one year and you can easily extrapolate the money that comes in from this year after year after year. This can cover a huge portion of your EIS work almost immediately. Once the EIS work is completed, then this tax could go toward ST3 design and help construction, taking a burden off the taxpayers. If you add this avenue of funding it will help make a \$50B price tag seem more palpable. I know that the whole \$50B will not fall solely on the taxpayers in the region, but most who don't follow you like I do will not.

Sound Transit needs to do whatever you can do to speed up the ST3 time frame, regardless of how realistic you say your time frame numbers are (per an article I read in Seattle Met quoting Ric Ilgenfritz) or it will fail.

The Employer tax is your only option that is not a regressive tax. Don't save it for a rainy day...it is currently raining congestion and this will help fix it faster. It is the right thing to do. Do you have the guts?

Glad you got West Seattle on the light rail map finally, but at this rate, I could be dead or we will have retired and moved out of the area. You know a lot of voters feel the exact same way I do. I want to vote for this, I truly do! But if you don't take the steps necessary by taxing the employers, giving you immediate revenue stream to help speed this up, I will be voting no and this won't be the voters fault if it fails.

Sorry, but I cannot bring myself to vote for more taxes on something that I will not have the benefit to conveniently use in my lifetime.

Thanks for your time and I truly hope you take my Employer tax suggestions seriously.

Concerned voter,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/06/2016

Comment Source
Email

Zip Code

Comment

Dear board members:

I support Seattle Subway's proposals for fixing ST3 before it goes to voters, and so should you:

<http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/>

Expediting the construction of light rail is absolutely essential. Grade-separating the Ballard-Downtown portion is very important. The plan should also include provisions for complete funding of an Environmental Impact Statement (EIS) for the extensions from Ballard to UW and from West Seattle to Burien, and additions of both lines as "provisional projects" if additional funding becomes available.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/06/2016

Comment Source
Email

Zip Code

Comment

Please consider moving the timeline for the Ballard light to a sooner date. The density has been increasing very rapidly, and a light rail to the region will also provide additional support to the residents of tent city on Market street.
Thank you for your time.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/06/2016

Comment Source
Email

Zip Code

Comment

please build the train down i90 to issaquah. we need a straight shot over i90 to the airport. the growth in the population is in issaquah and sammamish. stop pandering to special interest and build it in a straight line down the freeway. just like san francisco to walnut creek.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/06/2016	Email	

Comment

i clicked on the link, for something like go delivery - that was no longer valid.
How does one unsubscribe from you?

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/06/2016

Comment Source
Email

Zip Code

Comment

Hi,
I am trying to get information about an element of the Plan which involves collecting sales tax from ST3 projects in each county and sending the sales tax revenue back to the counties that generated it for education and children's programs. I cannot find that described anywhere on this website? Can someone please send me that information? My phone number is 206-615-1721.
Many thanks,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/06/2016

Comment Source
Email

Zip Code

Comment

As a senior, I cannot afford to have my taxes increase so drivers don't get stuck in traffic; I live in Seattle for a reason, not to drive

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/06/2016	Email	

Comment

Question: How can I obtain the latest cost information for the proposed ST3 projects?

Hi there!

I did not submit a comment; I submitted a question. Please answer my question.

RSVP,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/06/2016

Comment Source
Email

Zip Code

Comment

I am opposed to this project due to cost.
I am also concerned that before the build out is finished, the system will be outdated due to new technology and improved transit methods.

The projected cost for building this plan is over \$90,000.00 per foot of track.
We are foolish to spend this amount of money for such a low use method of transit.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/06/2016

Comment Source
Email

Zip Code

Comment

I took the survey but honestly to give a reasonable answer I would have needed an engineering degree to understanding the implications of what is being proposed. Luckily you gave the option of I don't know but feeling like what was the point of taking the survey.

Comment Date
04/06/2016

Comment Source
Mail

Zip Code

Comment

April 6, 2016

Transportation Musts for Western Washington.

Dear Sir,

This is what the people of western Washington need.

1. The three or four public transportation organizations in western Washington must be combined into one and only entity.

A. First, every senior managers must be fired in all these organizations.

B Second, none of these senior managers will be rehired into this new entity.

C. Third, the new transportation system must be one coordinated unit in moving people where they want to go. Not where the system thinks they should go.

D. Fourth, the people that entered into the conspiracy to defraud the bus riders need to be put in jail. This was Not an operational issue, as they will claim.

As this example shows, it was a deliberate act to extort more money to support your overpriced trains. I boarded a bus in Renton to go to the UW. When in the tunnel I found that metro had cancelled the 71, 72 and 73 service to the UW. You expect me to pay full fare on the train when I have already paid full fare on the bus. Then when at the UW to walk a mile to get where the bus should have taken me.

You do not need to claim there are still buses going to the UW. Nonsense, who needs a milk run that stops for any and all reasons between here and there. You ride it.

At the minimum, my bus pass should be honored by any and all public transportation systems in western Washington. And don't expect me to loan you free money with one of your silly credit cards. That is just a scam to get people to scan a card and not realize how much money you are taking from them.

Now you should see why they all should be fired. They are either crooks, or incompetent.

I also know you will do nothing to combine the systems. There are too many pigs at the trough as my dad would say. Don't claim it would take the State to do so. They do not really care, so it is up to the pigs at the trough.

You may only use material in this letter if you include the entire text. Otherwise, you will be distorting all I have said.

You do not have a vision for western Washington transportation. You each have a little kingdom you wish to protect and remain at the trough.

-An unhappy bus rider

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/06/2016

Comment Source
ST3 Web Form

Zip Code

Comment

You mailed out an ad telling us to take a survey but I can't find the survey on your website. Why not ?

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/07/2016	Email	

Comment

I am a Lake Forest Park resident and a staff member at the City of Kenmore.

I am requesting that you please include the following projects in the final ST3 plan:
Bus Rapid Transit (BRT) on SR 522 and NE 145th St.
Additional parking structures along SR 522 to provide access to BRT
Light Rail Study for future SR 522 light rail

Thank you for your consideration

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/07/2016

Comment Source
Email

Zip Code

Comment

I attempted to take the survey and was kicked out twice. So I am sending this email to comment on the present plan timeline for the Everett area. It is unfair and ridiculous to expect the Everett community to pay two hundred dollars a year for relief of traffic congestion till 2040. I will either be 90 years old or DEAD till this transit system reaches us. REALLY! I am a senior on a limited income. I don't have an extra \$200 a year to spend on something which will never benefit me or many of my friends, neighbors and colleagues. Please reconsider the timeline on your plan. I hear many voices of opposition hear in this community. I doubt you will getting many if any positive votes from this community.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/07/2016

Comment Source
Email

Zip Code

Comment

Hi,
I have a suggestion that Sundays are free for riders. Since Seattle street parking is free on Sundays, it would equalize the motive to ride transit versus drive somewhere for your Sunday outing.
Thank you,
Tolle

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/07/2016

Comment Source
Email

Zip Code

Comment

Hi -

I live in Lake Forest Park (98155) and would like to let the Sound Transit Board know that the projects below are vitally important to me and should be retained in the final project list to be approved by the ST Board in June and submitted to voters in November.

Bus Rapid Transit (BRT) on SR 522 and NE 145th Street

Additional 300 stall parking structures along SR 522 - one in Bothell, one in Kenmore, and one in Lake Forest Park - to provide access to BRT

Light Rail Study for future SR 522 light rail

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/08/2016

Comment Source
Email

Zip Code

Comment

Hello,
Our family has lived in Kenmore since 1989. At different times, we have each taken Metro downtown as our primary commute transportation. With today's traffic and ridership, regular bus service is not enough.
Please support ST3. . . sooner rather than later.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/08/2016

Comment Source
Email

Zip Code

Comment

The Washington DC Metro system is an excellent example of what happens when a city relies on one form of transportation and doesn't plan long range repairs to minimize problems. We need multiple options for public transportation on major routes so that a failure of one leg will not shut-down the city. London is an excellent example of this. When they have a line closure in the center of the city, the impact is negligible.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/08/2016

Comment Source
Email

Zip Code

Comment

Can someone tell me why no one around here has mentioned LA's fast forward plan as a potential route to dramatically reduce project time? Is there a chance some sort of federal infrastructure lending support could be created to allow us to avoid the constraints of debt limits, similar to what LA and other cities have proposed? There needs to be some shred of hope that Ballard won't take as long as projected.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/08/2016

Comment Source
Email

Zip Code

Comment

I really wish y'all would run light rail on the Cross Kirkland Corridor. I live in the highlands neighborhood. Put that package in front of me, and I'll happily vote for it and tell all my friends and neighbors to do so, as well.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/08/2016

Comment Source
Email

Zip Code

Comment

Mr Constantine,

As a longtime Seattle resident and voter who lives in the Magnolia neighborhood, I implore you to develop the Coalition Preferred Route. It is the only option that provides reliable service to the Northwest part of the City.

The Sound Transit Proposed Route will be disruptive, impede traffic on the already congested Elliott Ave/15th Ave NW corridor, and is a safety concern all along the route.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/09/2016

Comment Source
Email

Zip Code

Comment

To Whom It May Concern:

My husband and I will not likely be able to attend one of your open houses on expanding public transit, ironically because of traffic. We both work in Bellevue and live in the city of Milton. Our original plan was to move at least 30 minutes closer to our place of business. However, with the rising cost of rent we are unable to do so as we currently have other financial priorities (i.e. student loans and saving for our first house).

Our commute even though we only live 30 miles from where we work is on average an hour and a half one-way, which without traffic should take only 35 minutes. So we wake up at 5:00 am every day just to make it home around 6 or 7:00 pm. We love our jobs and we love the community we reside in but we would also love it more if there were a train service to Bellevue.

By providing a train service to Bellevue you would be making a huge impact in not only our own lives but in the lives of others. Less stress of driving and fear of other drivers causing a serious accident. Less money in insurance because people won't have to drive so far to their place of business. Lower gas prices in the area because of the reduction in supply and demand. Less wear and tear on our roadways. And most importantly, more individuals choosing to live farther away from where they work, causing the prices of housing in more exorbitant areas to diminish.

We have been hoping for years that Sound Transit would find a way to expand their services and if that means we pay a little more in taxes to make it happen then so be it. We are ready and willing to make that sacrifice for the greater good of our communities.

We truly appreciate your time and hope that you consider expanding Sound Transit service to Bellevue. Thank you for your time, patience and consideration.

Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/09/2016

Comment Source
Email

Zip Code

Comment

Suggest you create one bike car on each route. Some days there are up to six bikes in our car - very dangerous!

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/09/2016

Comment Source
Email

Zip Code

Comment

[name] here there has been talk of a park and ride on hobart road my property may be an option its for sale if interested [phone] thank you

Comment Date
04/11/2016

Comment Source
Email

Zip Code

Comment

athan,

Thanks for chatting with me today about Sound Transit potentially participating in the WS Summerfest Greenlife area.

Here are the specifics you asked for. Please let me know if there is more you need.

Event:

The WS Summerfest is an event produced by the West Seattle Junction Association that draws 25k+ each year to enjoy a weekend of fun and frolic.

Sustainable West Seattle curates the GreenLife area of Summerfest. The Greenlife area consists of a large stage and many fruitful demonstration areas. We would love Sound Transit to participate in a community forum on the GreenLife stage.

Last year we featured a City Council Candidate forum that was very well received and gave West Seattler's a tangible way to interact with their candidates. The event was a large success.

The mission of GreenLife is to facilitate a public space where topics of local sustainability can be demonstrated and realized.

Dates:

WS Summerfest is a 3 day event (Fri 7/8, Sat 7/9, Sun 7/10). We would like to feature an ST3 community forum on Saturday.

Times:

Any time that works for Sound Transit. The hours of operation on the event on Sat are: 10am - 9pm

Location:

WS Summerfest is held every year between SW Edmunds and SW Genessee St. on California Ave in the heart of West Seattle. The GreenLife Stage is just North of Edmunds.

The Ask:

Sustainable West Seattle would like to invite Sound Transit to participate in a public forum about ST3's offerings and impacts to West Seattle. We are open to any format you would like (moderated discussion, Q&A, presentation, etc.) We can provide a moderator from the local media if desired. We will also provide complete sound and stage setup, tables, table skirts, chairs, microphones, etc. including visuals if needed (laptop and big screen tv). We ask that you bring presenter(s) and any material you'd like to pass out.

Beyond the community forum, there is also an opportunity for ST to be a \$1000 sponsor of this event.

Sponsorship benefits are pretty nice! They include the following:

Logo and mention in The Stranger and Westside Weekly Summerfest Guides (80k distribution)

Logo and mention on the WS Summerfest website (100k hits last year)

Logo and write up on the Sustainable West Seattle website

Likely coverage on the West Seattle Blog (they cover everything in WS!, millions of hits last year)

Banner on the Greenlife Stage for all 3 days of event

Dedicated speaking time on the Greenlife Stage at prime time (Ex: Saturday 2pm)

Dedicated prime demonstration space (10 x 10' booth, front and center location, all 3 days of the event)

While not required, please consider becoming a sponsor of the event. Sustainable West Seattle is a small non-profit and raises the money for the GreenLife area ourselves each year.

I look forward to chatting with you soon.

Thank you very much,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/11/2016

Comment Source
Email

Zip Code

Comment

Hello,

As a former ST employee and die hard supporter of the organization, I continue to be disappointed with the lack of attention to connect Renton and Tukwila (the Southcenter part) to the core infrastructure. I suppose I can see the BRT being a "better than nothing" type of solution, and it's obviously much cheaper than building rail, but I simply don't believe the ridership numbers of 1500 per day would remain so low with a fast, reliable rail solution. To me, this seems like one of those connections that has the potential to re-shape where people live and the jobs they take. One very current example - my daughter is just graduating from college and she took a job in Bellevue. But of course, she can't afford to live there, so she's forced into some sort of miserable 45+ minute commute involving multiple bus transfers. If there were rail to Renton, she'd live there, as it's affordable, and have a very reasonable commute (btw I've told her the ST Express is a decent option if she can get close to that). And then, it seems, as Renton becomes closer in terms of commute times to the other major business centers, housing prices will go up, etc., but then the landscape changes again, and having that main artery in place becomes even more critical, as relief will certainly be needed to connect Maple Valley and Fairwood (already problems), Renton Highlands, Newcastle, etc.. What will those connect to? The point is a real transit solution shapes people's decisions and behavior, especially the younger generation that it more and more not driving everywhere.

To me, making that connection on the Eastside just makes sense, the same way Central Link made sense in the beginning. The ridership numbers were nowhere near supporting that capital investment, but you had to have that piece to ever be successful, and it certainly turned out to be an "if you build it they will come" type of project. A north-south connection on the Eastside is the same. And I just don't see a BRT solution being the long term solution. Maybe it will work out that way in reality, it makes sense on paper, but a lot can change in 8 years and relying on those toll lanes seems like a very large risk as from what we've seen they have only made congestion worse, and the politicians could easily reverse course on them. But these things take time to have the intended impact.

I am further troubled to see an Issaquah rail connection in the draft plan, when Renton is not. That to me suggests that \$\$ or just better lobbying is influencing. Don't get me wrong, Issaquah is a mess too and they need the help, but so does Renton/Tukwila.

I just would like to see ST stick to its original visionary values vs. settling or swaying to political pressures, if it can be avoided.

Thank you for taking the time to read my thoughts.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/11/2016

Comment Source
Email

Zip Code

Comment

Hi Mr. Hammond!

Thanks for the feedback! I checked my 'incoming' email for 31 March, but didn't find your email of that date - probably got lost in the ether ...

Regarding the cost estimates: will Sound Transit be publishing/releasing any 'ownership' (O&M) cost estimates for the ST3 projects; if so, when will they be available?

Also, I tried several times to access the "STE draft plan project phasing" data from the ST3 web site, but it doesn't open: is there an updated link for this information?

RSVP,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/12/2016

Comment Source
Email

Zip Code

Comment

I have been retired for several years from 8 to 5 office jobs. When I occasionally used transit to get home I would have to leave the office up to half an hour early in order to catch buses on the commute schedule. If I stayed at the office until 5 p.m. I could not connect with commuter-schedule buses and it would take me a couple of hours to complete my trip home.

When I was driving home after leaving work at or slightly after 5 I would see numerous buses returning to base, indicating they were not serving commuters any more. I think the time frame for buses should be extended to a bit later.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/12/2016

Comment Source
Email

Zip Code

Comment

I find your commercials for the new train with the ditsy girl an insult to my intelligence! I resent your spending my tax dollars this way.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/12/2016

Comment Source
Email

Zip Code

Comment

Hi folks!

I've been commuting to the Olympia/Lacey area once a week for over a year now. I have an upcoming class near the Lacey transit center, but no matter how I slice it, it takes over 2 hours to get there without a car, and often as long as 3! One way!

I would really like to see an ST express between Seattle & Olympia, and then I can take local transit from there. I'd also like to see Intercity transit sign up on the Orca card system. I could take Amtrak but it's so unreliable I'm reluctant to.

thank you!

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/12/2016

Comment Source
Email

Zip Code

Comment

Hi,
Very pleased with light rail/bus plans, But please stay off ERC and ELST. These greenway need to be preserved as Bike and Ped Trails only.

We have few greenway left as easy access in our backyards. We have cem5as fad as the eye can see.

Thank you

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/13/2016

Comment Source
Email

Zip Code

Comment

From a devoted Cascade member: This is what it should look like!
[image of bicycles on highway]

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/13/2016

Comment Source
Email

Zip Code

Comment

This is [name, address] to take me off your mailing list take me off your mailing list do not solicit or send any propaganda or any forms of advertising or any offers take me off your mailing list. Thank you very much.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/13/2016

Comment Source
Email

Zip Code

Comment

Some things to keep in mind....

We like the Tukwila Light Rail station. Unfortunately, there is not enough parking. People are having to get there like they get to the airport - dropped off by a friend or taxi. If the station can be 3 stories in the air, why wasn't a parking garage built as tall? This does not make it convenient to use.

Also, the fare price does not necessarily beat the price of a parking lot/garage once downtown. I have often opted to pay for parking downtown because it was more cost effective.

Thanks,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/13/2016

Comment Source
Email

Zip Code

Comment

It is completely foolish to not provide light rail to Snohomish County for another 25 years. When light rail was first proposed, there was an acceptable timeline for the rail to reach Everett. I voted for that plan, fully understanding I was being taxed for a system I would not have access to for many years. Now, for you to delay this for an additional 25 years shows a complete lack of understanding for the traffic problems within the Everett-Lynnwood-Marysville region. Further, the likelihood of me still being ALIVE when light rail finally makes it to Everett is zero. I resent being taxed for something I will not be able to reap a benefit from; I had expectations of using light rail in retirement to travel to Seattle for sporting events so I would not have to drive there. I will not vote for this current proposal!

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/13/2016

Comment Source
Email

Zip Code

Comment

I hope plans to extend light rail to Everett will be accomplished as soon as possible. I would vote for such a measure.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/13/2016	ST3 Web Form	98513

Comment

I live in Lacey and work In WA. The earliest times are the ones that fit my schedule but they do have the afternoon SB train go all the way to Lakewood to make it easy enough to ride the transit. It would be even more convenient if the train had a stop in DuPont, Lacey, and/or Olympia. Having commuted for 6 months back and forth between Lacey and Tukwila, i see many of the same cars taking the same routes daily for the entire length I personally drive

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/14/2016

Comment Source
Email

Zip Code

Comment

Hello,

I like a lot of what I see in the Sound Transit 3 proposal. However, I was wondering why the Eastside gets so little light rail? It seems to me that Renton should be connected to the Sea-Tac line that could then link up with the line coming across I-90. The rail corridor is already there along Lake Washington, parallel to I-405. I-405 would have much less vehicle traffic if there was a rail option. The rail should run all the way up through Bellevue and Kirkland.
Thanks for your consideration.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/14/2016

Comment Source
Email

Zip Code

Comment

Just completed the Sound Transit 3 Survey. Is there anyway I can get a copy of my answers to the survey?

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/14/2016

Comment Source
Email

Zip Code

Comment

Please stop waiting our resources on Bus Service or expansion of these type of services.
Bus services don't work today and as our population expands exponentially we are putting resources into a gridlock system that won't work then.
Stop the bus madness, PLEASE invest in a complete Light Rail - METRO system for our future
See Attachment
Respectfully

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/14/2016

Comment Source
Email

Zip Code

Comment

The timeframe proposed is beyond most people's interests and willingness to fund. We need more transit and multi-modal options now. And while we still need it in 25 years, we already need it. PLEASE speed up the process and completion timeline.
Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/14/2016

Comment Source
Email

Zip Code

Comment

None are planned for the 522 corridor, how come? Please add one for Bothell, Kenmore and Shoreline.
Thanks!

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/15/2016	Email	98563

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

My wife and I recently spent some time in the San Francisco Bay area and were really impressed with the biking opportunities that we we had that took advantage of a mix of cycling and transit. It would be great if we could have those same opportunities in the Puget Sound area.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/15/2016

Comment Source
Email

Zip Code

Comment

To Whom It may Concern:

My husband & I are seniors living on a very limited, fixed income. Due to the national economy we have not received COLAS the last couple years or so and we see more of our income going to pay taxes for overblown, overpriced projects.

While we recognize the need for funding as the younger generation desires the newest & greatest thing, we can not support this huge project as we try to live out our golden years w/o having to scrimp further to have just the basic things to survive....food & shelter.

Comment Date
04/15/2016

Comment Source
Email

Zip Code

Comment

For the new vehicles ordered for ST3, have you guys investigated increasing the maximum speed? Currently, light rail vehicles can't go faster than 55 miles an hour. However, metro vehicles manufactured in Japan by the same company that produces our light rail vehicles (kinkisharyo) go as fast as 70mph.

http://www.kinkisharyo.co.jp/eng/e_products/sh/e_sharyoukokunai.htm

https://en.wikipedia.org/wiki/Tokyo_Metro_05_series

The 05 series uses the same electrical (1500 V DC overhead) as our light rail vehicles, and operates at 70 MPH.

Even with all the stops, a faster vehicle ought to cut some time off the longer segments. If we could cut the Everett to Seattle transit time down to say 45 minutes, that ought to dramatically boost ridership and make this whole package an easier sell. Currently, with upwards of 1 hour transit times I wonder if people will really ride it, or just take the sounder.

Comment Date
04/15/2016

Comment Source
Email

Zip Code

Comment

My thoughts about the plan:

1. The timetable is too long in relation to the need that exists now. We have to be able to find a way to speed the project up.
2. In conversations I've had with some spokespeople for Sound Transit I get the sense is that the goal is to get people out of cars altogether. I think this is too idealistic and will suppress potential ridership. We are a long way off from having a fully built out system like those that exist on the East coast and in Europe - where you truly can efficiently/effectively get around many major cities without a car. We would be far better off if the Sound Transit planners recognize that the stops need to be designed with the expectation that MANY folks will need to get to a stop via a car (either dropped off or with park & ride type parking) or via links with bus service (ideally bus rapid transit).
3. I am opposed to the Eastside configuration that would use the abandoned rail corridor through Kirkland. That corridor does not appear to be as cost-efficient or generate higher ridership than what could be achieved if light rail is run near the 405 corridor. As per what I indicated in #2 above, the existing freeway on/off ramp areas seem the perfect location for folks to be able to hop onto light rail after some other means of commuting to that ramp location (again, drop off by car, car park & ride, bus...). From what I know if the existing rail corridor I just can't see where there are the natural feeder roads nor the space for park & ride lots that would really allow maximum ridership of light rail. For years I lived in lower Kenndale in Renton. I lived too far away from I-405 to walk there but I could easily drive and park near a freeway ramp and catch an express bus into downtown Seattle every day. It wasn't perfect (in that I still needed to drive my car) but it was SLICK!!! I think there will be vastly more ridership if the stations/stops facilitated connections to that one other form of motorized transport (e.g. car or bus) that enables someone who lives beyond a reasonable walking distance from the station to avail themselves to light rail.

Thank you,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/15/2016

Comment Source
Email

Zip Code

Comment

I am retired. I live at 3320 Aberdeen Avenue NE, Renton. When I lived in Ballard and worked I used metro for ten years to commute to work so I'm not opposed to transit. No bus comes within miles of my home. As a retiree the transit/metro lots are all filled before I even get up. As a result I cannot access your services. Worse, bus mass transit can only work by excluding me from the diamond lanes and forcing me to creep along with the trucks. Should I vote to help my sons? They will be retirement age before the system as proposed reaches them. Should I vote no just to spite the ideologues who opposed parking facilities that might allow me to access the proposed system? Probably.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/16/2016

Comment Source
Email

Zip Code

Comment

Hello Sound Transit,
Are there plans of having Sound Transit connect to Burien Transit Center directly to Tacoma?

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/17/2016	Email	

Comment

Please stop with the tax increases and property tax proposal!
I am 70 years old...I won't be able to live in my own home soon...
I live on a fixed income..people who are working don't seem to understand how it is.
Stop...please Stop!.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/17/2016

Comment Source
Email

Zip Code

Comment

Hi,
Hope all is well! I just took the transit survey and it didn't allow me to select my top priority for the link development. I would LOVE the Link to connect Northgate to Bellevue. Currently, I commute 45 minutes to an hour using the 45 and 271. The 45 bus makes too many stops in U district and acts like a local bus. In the meantime, while the Link is being developed, can we please have some sort of express bus from the 520 bridge / 271 stop to North Greenlake/Greenword? I believe this would be the old 48 route.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

You MUST pressure Metro to retain east-west bus routes in Seattle. We are now beginning to get reliable mass transit (not slowed by city street congestion) in the North South direction ONLY. You can't do that only. To get to the stations, one needs to use a bus if one is elderly, or has luggage. Please keep the East-West bus routes (e.g., Route 25, which was deleted by Metro), and provide more as you move people N-S on the rapid transit lines.

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

ST3 staff. Just to forward to you my thoughts. The second subway underneath Seattle is totally unnecessary. We can reconstruct the existing tunnels to handle the increased traffic. Here is how.

- If you notice, in the center of Westlake, International, University and Pioneer is space for Center Loading Platforms. This would allow trains to board on the left and right side. By adding more escalators, stairs, and elevators and pedestrian tunnels, the Center Loading Platforms could be accessed. This could be constructed while the train system is operational. To add safety, a wall-gate system can be constructed along the edge, much like what is used on the monorail.

- The trains can be pulled through once every 90 seconds, not the planned for 3 minutes. This would increase capacity of the tunnel. Bay Area Rapid Transit was able to do this safely. You need at least a 15 second separation.

- Express trains can be integrated. These aren't trains that pass, but just follow through, they do not stop in Seattle, but travel through. They follow behind the Local trains. They would go express say Everett to Redmond. Unique is these trains can be super long, say ten cars. The trick is to make the suburb platforms also super long. This would carry a large volume of people from end to end. The Express trains can go through the downtown Seattle tunnel once every 30 seconds, while the Local trains would go through once every 90 seconds. New York subway does something similar. These express trains would travel through the downtown tunnel at a slow speed, following the local trains as they stop at all stations

- Make trains longer. Now the platforms are so long, but you can have a four car trains, with the two of the cars half way in the tunnel. People would exit the rear doors. This would add some capacity.

- Do not abandon the Convention Center station. This should be integrated. You will need another station to take pressure off from the other stations. May I suggest this be the staging area for a tunnel machine to go express from the Convention Center to Ballard. Don't build a Queen Anne station. Go through Queen Anne hill at sealevel, and tunnel deep. This I believe to be geologically hard rock, so should not affect the foundations of buildings on Queen Anne. If unable to integrate as part of the Ballard route, make it into it's own spur. This would be an ideal spot for express trains.

- As a last resort, consider making the West Seattle to Ballard rail line surface level. I am sure it would be controversial, but would avoid construction of a second subway.

- I am concerned the second subway could cause structural damage to the existing tunnel, and would interfere with operations of the rail system.

- Consider more ST3 buses on the existing HOV lanes. This would require carpools to have 4 or more passengers eventually. I personally don't like the HOT lanes, these are High Occupancy Vehicle lanes, not Rich People lanes. We need to have these open to buses. And have more frequent bus service.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

- What we need to do emphasize suburb construction, over the expensive spurs going to West Seattle and Ballard. This will provide more bang for the buck. We need to go more to "pay as you go" financing, and avoid borrowing, as much as possible. This will reduce the over all cost, to avoid interest.

- Just to note the day of Driverless buses is on the way, but you will need people on board to handle people problems. The other new development would be "drone highways", just like flying cars, flying over highways, not private property.

Whatever, my criticism, is the plan is too downtown oriented, we need to reduce cost in downtown, and that way we can get the suburb sections built faster and sooner, and lower cost. Again, I believe this second tunnel is totally unnecessary. Seems like Bertha is at it again.

On my wall, is the original Sound Transit map, which I did for Bob White back in 1983. I am just amazed at how prophetic it was. Nice to see a dream come true. We need to think this ST3 proposal through, and I see it's biggest flaw being the second tunnel. It is unnecessary, if we use the existing transit tunnel wiser. With a little brainstorming, I bet a none second tunnel option can be done. That way you can handle the planned increase of 144,000 additional passengers.

I ask that you request ST3 planners to explore the option of not building a second subway, and look at using the existing tunnel. I ask these comments be added to the public record.

Best Wishes,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

What will the project cost the taxpayers of King County? Per year.
Thanks,

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

Hello Once Again,

I've commented before and seemed to have grabbed y'all's attention on the subject because y'all adapted it not too long after it (The \$5 all day pass that is swiped like a credit card, like Dallas Area Rapid Transit). I have come back once again to help assist with the vision of Puget Sound's transit future. Instead of focusing on improving the already existing (and might I add, awesome bus/train route to and from Seattle...) We should be focused on creating a better connection to areas that are very limited in route. Specifically a more efficient and direct route(s) leading directly to Snoqualmie (and stops along the way). With such alternate route to and from the area (especially if the mountain passes make it damn near impossible to get there and back) would improve the local economies of Olympia, Tacoma, Seattle and of course Snoqualmie. In fact, there should be one direct bus that strictly goes from Olympia and stops at Tacoma, Seattle and goes as far as Everett. If funding is sought after, consider every major Casino along these routes as a possible contributor to this economic sure bet (pun intended).

A direct route to Muckleshoot and finally to Snoqualmie would be most beneficial to the casinos and surrounding cities so much so that it would be in everyone's best interest to keep our neighbors connected. Lastly, in doing so we begin opening the possibility to connecting much easier and faster to Eastern Washington and being a State/ Force to Reckon with.

I hope you heed my advice and if taken into consideration, I will no longer give advice on these situations for free, but coming into a nearby office and inquiring for a position as an advisor to Sound Transit....lol. (seriously though - ___-)

Sincerely,
[name]

P.s.- I can be reached for any questions or clarifications here and am willing to come in for an actual meeting/ presentation if needed.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

To the Sound Transit Authorities:

Expansion plans are simultaneously too sweeping and still not concrete enough to have us voters decide if the proposed plans are worth moving forward on. Twenty-five years' worth of expansion is just too much to decide in one vote, especially when Black Diamond and Issaquah's plans do not seem adequate. And it is so expensive and cost-prohibitive for a single family residence in King County that your plans contribute to the likelihood of increased homelessness in our communities.?

--[name]
voter

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

I'm all in favor of the project. But deeply concerned about the financing of it. I read again property taxes will be used as source of financing for this project and consequently they will go up. It seems that every public work project is financed through property taxes
I wish you would find other ways to finance ST.3
Sent from my iPhone

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

To the Sound Transit Board

I am writing to support moving up the timeline for the Graham Street Station. The Move Seattle Levy has already allocated \$10M that can be used for planning and design. The fact that the rails are already installed means there are limited unknown conditions. It is a surface line so service disruption will be less than an underground line. Further, community support for the original plan of this segment included a Graham Street Station. Sound Transit failed to manage the resources well enough to cover the cost at the time. Let's not repeat the same lack of consideration with a 2036 completion date.

Further, given the history of not planning ahead for disruptive construction impacts on local businesses, the ST Board should budget for mitigation as part of the ST3 Budget so local jurisdictions are not burdened with "unanticipated" impacts that should be anticipated. The Rainier Valley Community Development Fund was funded with re-programmed CDBG and the a similar situation occurred around the 23rd Avenue and Union St. roadwork in Central Seattle. The example of the mitigation settlement on the Seattle Waterfront with Ivar's etc. is the better approach.

Finally, an affirmative and resourced community engagement process will build support for ST3 with communities affected by the expansion.

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

A few weeks back, I happened to be in LA on a Tuesday evening. Rather than watch TV, I chose to log into the new "MUST SEE TV" reality series known as the Kirkland city council meeting. Now I don't envy council and in fact respect that they have a tough job at trying to keep big business, developers and lastly, the community at mind when presiding over city affairs. This particular council meeting was full of everything that one could find on today's TV. You had the villains, known as Sound Transit (at least it appears much of council feels this way) against the Super Hero forces of the Kirkland city council, who's job is to supposedly save a terrified city in the midst of some sort of mass transit peril. It was suspense, drama, a case of whodunit and how could this be happening to us. It all morphed into a new genre....political comedy!

Council appears to be desperate. First demanding, then trying to solicit a compromise and now once more trying again to convince the Sound Transit board that the City of Kirkland is being ripped off. If my mind serves me correctly, this was the same council who said that light rail is bad for the Cross Kirkland Corridor (that we can agree). In a March 15th draft memorandum to Sound Transit, the city stated: "the wrong transit is worse than no transit on the CKC at this time. If light rail on the Cross Kirkland Corridor is included in the ST 3 package, Kirkland would have to oppose the ballot measure". They also stated in the same memorandum that "light rail on the CKC would be one of the highest cost-per-rider investments in the entire system, would irreparably harm the CKC and would make it nearly impossible to realize the CKC Master Plan vision created by our residents and adopted by the City Council. For these reasons, Kirkland cannot accept light rail on the CKC". I appreciate the fact that this statement speaks to the "vision created by our residents" and that deep down, council understands the devastating impact that light rail would have for the CKC and the Kirkland community.

So now, our leaders have reversed course say that they support "light rail with flexibility". What??? Regional transit connections belong on the regional north/south corridor, I-405. I support bus rapid transit, where it will do the most good and provide the highest flexibility in transporting the highest number of people as a regional transportation system should. Further development of TOD's and as well as park and ride facilities are the way to go to help with BRT expansion.

There are many reasons why transit on the CKC is a bad deal for Kirkland and the region, ranging from high cost to significant environmental concerns to lack of demand. Keep transit where it belongs and invest Kirkland's share of ST dollars in the 405 corridor.

Thank you....

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

I am a lifelong supporter, advocate, and user of public transit. I raised money and actively campaigned for the 1996 referendum creating ST. There is much in ST 3 to like, especially more BRT and commuter rail enhancements, and some Link LRT extensions particularly to the north, the heaviest commuter-shed in the 3-county region.

But the plan is too big! It costs too much, and takes too long to complete. It needs to be divided into ST 3 and a later program of projects in ST 4. I would put Issaquah, Ballard, and far south King County and Tacoma LINK into ST 4.

Even more important: I oppose using the property tax for transit. The property tax is essential for schools and general purpose government. Transit has used the sales tax for 45 years, since the Metro election in 1972.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

You got to be kidding

This, as I understand it, will be the most expensive, most inflexible, most inefficient way to move the fewest number of people as just about any other option. This appears to be brought to us by the same people that brought us a two lane interstate through the heart of the city, and then to make sure we can't expand it, they built a convention center over it.

The same people that are drilling a tunnel that may or may not ever be completed at many times the original estimate, and at a reduced capacity with no in-town access, overall a stunningly brilliant idea!!! The same people that came up with an idiotic toll-lane scheme for 405. What is in the water at the DOT???

I know the railroads won the west but that was 150 years ago. And, yes, subways work well in dense city environments. BUT, on-grade railroads belong in the past, like 150 years in the past.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

[Email subject:] Wesst is Best w/ tunnel under ship canal to Ballard!!

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

I need to unsubscribe from all ST emails, because I am no longer living anywhere near Washington. I clicked on "unsubscribe" on

the latest email and got a 404 page:

[https://admin.govdelivery.com/accounts/WASOUND/system_topics/https://public.govdelivery.com/accounts/WASOUND/subscriber/one_click_unsubscribe?verification=5.62c083ccbe990f35b85a4f70e31d227f&destination=\[email\]](https://admin.govdelivery.com/accounts/WASOUND/system_topics/https://public.govdelivery.com/accounts/WASOUND/subscriber/one_click_unsubscribe?verification=5.62c083ccbe990f35b85a4f70e31d227f&destination=[email])

Please unsubscribe me, and check on your web site.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

I am a large supporter of society (taxes - not opposed), however with that in mind transportation should not be funded only through property taxes which is how you folks are going after more money. It needs to find some type of funding that has EVERYONE pay there share. This should include all businesses, non-homeowners and visitors to this city. Currently you continue on a path of destruction to my property taxes and that is not fair. I also have a priority to education and health/safety in this state and transportation would be 3rd.

Which means sadly you have forced me to vote NO on your next phase 3 measure as I cannot afford it and my top two priorities. I have never voted against transportation (Except for the seattle tunnel). I am disappointed that I will for a link purposal as we all know it is way past time to have this built for this community. However as you continue to down the property tax hike I will be forced to vote against it. Our tax system I do believe is seriously screwed up and you have limited options but you need to spread this out over variations where you create a more fair and equitable exchange on all sides of the picture.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/18/2016	Email	

Comment

I mostly agree with Sound Transit 3, but am strongly in favor of three revisions:

1. West Seattle - Downtown Seattle - Ballard should not be light rail but rather monorail, similar to the failed Green Line project, but with some revisions. I should be better in that corridor, faster to build, and cost less, and not require another tunnel under downtown. I will explain the revisions I have in mind in a future message, in order to avoid too much in this reply.
2. In the Lynnwood Extension, build a station at 5th Ave. N.E. and N.E. 130th St. Coupled with frequent bus service along 130th/125th from 1st Ave. N.W. to Lake City, this will provide easy access to light rail by foot traffic to/from North Greenwood/Bitter Lake area, Broadview-Thompson K-8 school, apartments and businesses on Linden and Aurora, Ingraham High School, Haller Lake area, Pinehurst area, and Lake City. No parking needed here because drivers can go to either Northgate or N.E. 145th St. stations. If possible this should not be in ST3 but rather added to the Lynnwood Extension for opening in 2023.
3. Instead of a line from Downtown Bellevue to Issaquah, branch off from the Seattle - Bellevue line at Factoria. This will save a lot of money, provide faster service between Seattle and Issaquah, and Bellevue - Issaquah riders can transfer at Factoria.

Thanks for providing the opportunity for expressing my opinions.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/18/2016

Comment Source
Email

Zip Code

Comment

Sound Transit needs an "attitude adjustment" to set guidelines in the bond measure that will show itself to be responsive to patrons and the neighborhoods through which it passes, e.g.

It needs to provide handicapped parking wherever parking is provided at the station or nearby. It is a scandal that the Husky Stadium station has no handicapped reserved parking. This violates federal law. It is no defense that Sound Transit and the UW share the responsibility than it was for unions and management together to exclude Blacks from employment each blaming the other.

It needs to provide toilets at its stations. There isn't one in the system. People who have to go sometimes leak on the seats and it affects the unobservant next passenger. This failure shows a disrespect for young children, seniors, and those with unruly bladders.

It needs to make its stations fit in with the neighborhoods. Currently, the stations in their design, artworks, logos, and sometimes names are an island apart from their surroundings. At Sea-Tac Airport, the stations are over a quarter mile away from the passenger loading --- the longest walking distance for any major American airport.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98070

Comment

Dear Sound Transit Board,
Dear Sound Transit

Please do not wait until I am dead to build sound transit rail to West Seattle Junction. I am 63, blind, live on Vashon and work downtown. The city had the 4thworst traffic in the nation and is expecting a million more people. We are moving tools i.e. To create inter urban villages and stop choking sprawl .

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan: ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly. Investigate using county and city bond financing capacity to accelerate design and construction. Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.

The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.

Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.

Free parking at rail stations is not sustainable, and the amount of parking proposed to be built takes too much money away from transit system expansion. Sound Transit must charge for the parking it provides at the stations, and use the revenue to fund improvements for local bus, biking, and walking near the station area.

Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.

Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.

Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5. Thank you for making the ST3 plan more sustainable for the region.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98022

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

I love to ride the light rail to attend events on the weekend, and I was supportive of this project until I educated myself. I have read how ridiculously over budget the projects are, not to mention years late in completion, so I imagine the ST3 package, if it follows in your historical fashion won't be completed for at least 40 years. It is equally disturbing that it's currently taking less than 1% of the commuters off of our busy highways, yet we are eliminating bus routes for people who have no other transportation.

Why wasn't there any common sense applied in your discussions? If this money had been applied to our bus system, we could take many cars off the roads and see results in our lifetime, instead of wracking up astronomical bills and doing nothing for the environment or our traffic problems.

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98272

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

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Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5.

Thank you for making the ST3 plan more sustainable for the region.

In China, they open up new lines EVERY YEAR!

Sincerely,

[name]

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/19/2016	Email	98290

Comment

Dear Sound Transit Board,

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

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Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.

Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.

Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5. Finally, as a resident of Snohomish, I am disappointed that no mention has been made of creating light rail transit east of the I-5 corridor. Communities from Woodinville to Arlington would benefit tremendously from these light rail connections.

Thank you for making the ST3 plan more sustainable for the region.

Sincerely,

[name]

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Email

Zip Code

Comment

Not only NO, but HELL NO. Tacoma is always left behind even though we are the second largest city in the area after Seattle. Now we are put off until 2033, but you want to tax us now to pay for King County.

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Just to forward to you my thoughts. The second subway underneath Seattle is totally unnecessary. We can reconstruct the existing tunnels to handle the increased traffic. Here is how.

- If you notice, in the center of Westlake, International, University and Pioneer is space for Center Loading Platforms. This would allow trains to board on the left and right side. By adding more escalators, stairs, and elevators and pedestrian tunnels, the Center Loading Platforms could be accessed. This could be constructed while the train system is operational. To add safety, a wall-gate system can be constructed along the edge, much like what is used on the monorail.

- The trains can be pulled through once every 90 seconds, not the planned for 3 minutes. This would increase capacity of the tunnel. Bay Area Rapid Transit was able to do this safely. You need at least a 15 second separation.

- Express trains can be integrated. These aren't trains that pass, but just follow through, they do not stop in Seattle, but travel through. They follow behind the Local trains. They would go express say Everett to Redmond. Unique is these trains can be super long, say ten cars. The trick is to make the suburb platforms also super long. This would carry a large volume of people from end to end. The Express trains can go through the downtown Seattle tunnel once every 30 seconds, while the Local trains would go through once every 90 seconds. New York subway does something similar. Not all trips are going to downtown Seattle. For example, you could have Everett-to-Tacoma, Everett-to-Remond, Everett-to-Issaquah, or Ballard-to-Tacoma, Ballard-to-Issaquah, Ballard-to-Redmond, etc. These would not stop at Westlake, University, etc, but travel through downtown, where congestion is greatest. This would increase overall capacity of the existing train tunnel, handling more travelers per hour.

- Make trains longer. Now the platforms are so long, but you can have a four car trains, with the two of the cars half way in the tunnel. People would exit the rear doors. This would add some capacity.

- Do not abandon the Convention Center station. This should be integrated. You will need another station to take pressure off from the other stations. May I suggest this be the staging area for a tunnel machine to go express from the Convention Center to Ballard. Don't build a Queen Anne station. Go through Queen Anne hill at sealevel, and tunnel deep. This I believe to be geologically hard rock, so should not affect the foundations of buildings on Queen Anne. If this is not feasible, do consider making the Convention Center into it's own spur.

- As a last resort, consider making the West Seattle to Ballard rail line surface level. I am sure it would be controversial, but would avoid construction of a second subway.

- We need to emphasize suburb construction of ST3 first, instead of the expensive spurs to West Seattle and Ballard. We need to go more towards, "pay as you go" financing, instead of paying on interest. By emphasizing suburb construction first, this will make financing easier, and extend the system to suburbs sooner. Keep in mind a lot of Seattle traffic is out-of-Seattle traffic. By delaying the spurs to West Seattle, and Ballard, this would give us more bang for the buck. It is lower cost to construct in the

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suburbs. We need to get lower cost options built first. Then do the more expensive options. We are too Seattle centric.

- I am concerned the second subway could cause structural damage to the existing tunnel, and would interfere with operations of the rail system.

- Consider more ST3 buses on the existing HOV lanes. This would require carpools to have 4 or more passengers eventually. I personally don't like the HOT lanes, these are High Occupancy Vehicle lanes, not Rich People lanes. We need to have these open to buses. And have more frequent bus service.

- Just to note the day of Driverless buses is on the way, but you will need people on board to handle people problems. The other new development would be "drone highways", just like flying cars, flying over highways, not private property.

Whatever, my criticism, is the plan is too downtown oriented, we need to reduce cost in downtown, and that way we can get the suburb sections built faster and sooner, and lower cost. Again, I believe this second tunnel is totally unnecessary. Seems like Bertha is at it again.

On my wall, is the original Sound Transit map, which I did for Bob White back in 1983. I am just amazed at how prophetic it was. Nice to see a dream come true. We need to think this ST3 proposal through, and I see it's biggest flaw being the second tunnel. It is unnecessary, if we use the existing transit tunnel wiser. With a little brainstorming, I bet a none second tunnel option can be done. That way you can handle the planned increase of 144,000 additional passengers. Design to economics!

I ask that you request ST3 planners to explore the option of not building a second subway, and look at using the existing tunnel. I ask also the ST3 staff looking at the timing of these projects.

What we need to do is get construction first in the suburbs, the present plan is way to downtown centric. A lot of the issue is financing. Start with the lower cost, easier to build projects first. Such as more buses for the existing bus transit system, then reconstruct the present tunnel for additional passenger, then maybe extend a spur to the Convention Center, instead of abandoning the Convention Center, and start construction on the Federal Way to Tacoma section, and South Tacoma. Once Sound Transit is complete, extend first to Redmond, then Issaquah, then Everett, then the Eastside route. In effect, start with the lower cost projects, easier to build projects, then do the harder to build ones. That is the reason why I support a delay in construction of the West Seattle and Ballard projects. These are capital intensive, and will take some time to build. By emphasizing lower cost projects first, and putting these into revenue service, sooner, it will have more benefit to the local economy, and make financing much easier.

Thank you, please submit my comments for public review.

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Make it happen right!!!!!!!!!!!!

This evening, Sound Transit will be holding the first of its open houses on the ST3 draft plan. Being in Ballard, a key point of discussion will be the downtown to Ballard light rail extension. Ridership on the 7-mile line from SODO to 15th and Market in Ballard is going to be very high, with a projected 114,000 to 144,000 riders from across the entire region. How significant is this?

Imagine moving the entire population of Bellevue along this corridor every weekday. In fact, these 7 miles of track would carry more passengers than the entire 69-mile MAX system in Portland or 58-mile light rail system in San Diego. It is equivalent ridership to LA's busiest (17-mile) line and competitive with major corridors in SF's BART, where 423,000 riders are split between 5 lines. The ridership between Westlake and Ballard alone (60,000-74,000 riders) is higher than many lines in the above cities. Only select subway lines in Boston, Chicago, DC and New York have clearly higher ridership than what ST is proposing to build in this 7-mile section.

Sound Transit is preparing to construct a second serious subway line through Seattle in ST3. Such a workhouse route requires high quality rail, which admittedly come at a cost. Though ST is not deciding precise alignments prior to the vote, the representative alignments they do choose (for budgeting purposes only) may effectively eliminate certain alignment choices due to budget restrictions.

Therefore, doing the right thing on this corridor requires a few changes to the current ST3 draft plan.

Here is your guide to key points of feedback to Sound Transit for the Ballard corridor:

Grade Separation. In the draft plan, Sound Transit proposes a second downtown subway tunnel from SODO to Lower Queen Anne via IDS, Madison, Westlake, SLU and Seattle Center. It then transitions to an elevated line from a portal north of Mercer and 15th Avenue. After that the representative alignment becomes at-grade at Prospect Street, resulting in four street crossings along 15th Avenue—a roadway with nearly double the vehicle throughput of MLK Way in Rainier Valley. This is repeating the errors of the Rainier Valley alignment, where blockages and delays occur regularly due to collisions between trains, cars, and pedestrians. In fact, a proposed Interbay at-grade representative alignment compounds the reliability issues of the Rainier Valley because they both could hobble the same high-use line, with a cascading series of service delays affecting Ballard, SLU, Downtown, SeaTac Airport, Federal Way, and Tacoma. This presents an unacceptable reliability issue for the region's heaviest-use line and must be fixed. The Ballard corridor must be grade separated. That includes avoiding almost all disruptions due to shipping traffic when crossing the Ship Canal.

Recognize that both Downtown Subway Tunnels will be regional assets. Reliability challenges, left unaddressed, will have impacts on the entire system. Train delays in the Interbay section will have direct impacts all along the Ballard to Tacoma line. Interruptions on this line during rush hour will also push overwhelming crowds (remember those 100,000+ daily riders?) into the existing tunnel that serves Everett, Lynnwood, West Seattle and Bellevue/Redmond as riders crowd just one downtown subway tunnel. This points us to a key fact: the second tunnel in downtown Seattle is a regional asset, just as the original DSTT is (which was built and funded by King County voters in the 1980s for \$455 million). Resourcing the tunnel as a regional asset can ensure funding available to resolve reliability issues north of the tunnel that will affect the entire system if left unaddressed.

Timeline. Building a subway system properly in Seattle takes time, but we must recognize there are ways to speed this up, and all stakeholders—beyond just Sound Transit—must do their part. We hope to see a timeline for Ballard delivery under 20 years. To accomplish that, there are really two key levers:

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Of the 22-year delivery timeline, approximately 4 years are due to saving up to be able to afford construction. Reducing that timeline is either a zero sum game of making some other (perhaps Seattle) project happen later than planned, ST using more aggressive financial plans such as utilizing the full 1.5% debt coverage ratio that is board policy, or achieving some unanticipated federal funding early in the program that shaves years off the finance plan. It's either zero-sum (another project loses), more aggressive financing, or laboring for something Out our control (federal funding).

What clearly isn't Out our control? According to Sound Transit staff, of the six years dedicated to alignment study and environmental impact work, up to 3 years could be shaved off with increased collaboration by the city (Seattle) and agreement to limit the number of alignments to be analyzed down to around three (as opposed to the 19 studied in Bellevue). For Ballard to downtown, this means that our communities have the power to cut the timeline by a number of years just by streamlining City of Seattle permitting, making grade-separated rail an approved use in Seattle zoning code rather than an exception granted by the council, and reducing the number of alternatives required to be reviewed in the EIS. Sound Transit alone cannot reduce the delivery timeline on these issues without the City of Seattle—with the support of neighborhoods along the line—taking aggressive action to speed the process along. But we have to come together to make it happen! We ask that Mayor Murray, the Seattle City Council, and community stakeholder groups commit to the actions outlined above with the stated goal of shaving 3 years off delivery timelines for all high ridership projects within the City of Seattle.

Plan and build for the future. We believe it a safe prediction that the lines from Downtown to Ballard and to West Seattle will not be the last subway lines built in our amazing and fast-growing city.

Therefore, we must future-proof our plans appropriately. This includes:

The Ballard terminus needs to be built to allow for lines East (to UW) and North (toward Crown Hill) to be added in the future without shutting down the ST3 line. We look forward to seeing ST's terminus alternatives to ensure North and East lines can easily be added from the Ballard terminus.

The highest ridership lines studied in the region that aren't built in ST3 are Ballard to UW and West Seattle to Burien (each would carry 20-30,000 daily riders once built). Ballard to UW and West Seattle to Burien need to receive full EIS/Record of Decision status, potentially shaving up to 6 full years off future construction timelines (according to ST staff) at very limited cost. Furthermore, language should allow property acquisition and construction to be funded if savings on other projects allow.

Additionally, more can be done to ensure our future system reaches farther into more economically diverse neighborhoods of Seattle. Sound Transit can conduct future High Capacity Transit (HCT) studies on two key corridors with significant transit ridership and more affordable housing than many existing lines. Each study would cost \$5 million—a drop in a bucket for a package this size. These HCT corridor studies get us closer to light rail for the following:

Lake City Extension HCT Corridor Study: Lake City to Ballard via 130th or Northgate, Greenlake, Phinney, Greenwood and Crown Hill (orange line on this map and Project P-09 on Sound Transit's Candidate Project List).

Metro 8 Extension HCT Corridor Study: Mirroring KC Metro's route 8, alignment serves Seattle Center/Belltown via Denny Way & 23rd Ave to Judkins Park serving Belltown, SLU, and un-served parts of Capitol Hill and the Central District (amber line on this map)

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The option C-01c, which goes along 20th Ave and Gilman, with a tunnel under the Ship Canal is the best option for light rail through Interbay to Ballard. Taking out 2 traffic lanes on 15th Ave West would be a disaster, then you add the bridge up (probably 7+ times a day) and traffic will be backed up into downtown. And that doesn't count traffic coming off Queen Anne and Magnolia.

Speed up the timeline for downtown to Ballard - there are ways to do that including delaying the extra downtown tunnel. People won't vote to pay for extra taxes and then wait 22+ years to see what they are paying for. We'd be better off with buses.

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Dear Mr. Bianchi,

I am [name], a current Master's student in Energy Policy at Columbia University. Having taken several transit services by Sound Transit in Seattle over this past Spring break, I am truly impressed with the outstanding quality of Sound Transit's hardware as well as the efficiency of its service. Therefore I am excited to see the ST 3 project being planned out, as it would surely extend ST's high-caliber commuting experience to more Seattle residents in the next decade.

Meanwhile, I believe the financing mechanisms of one of the proposed projects, the Ballard-Downtown Seattle light rail extension project, calls for more public-private collaboration in order to minimize the various construction and operational risks associated with the current fashion of its funding, namely, taxpayer dollars and Federal grants. In addition, given the disproportionately large budget required out of the total ST 3 budget (8-17%), the Ballard-Downtown project could indeed risk crowding out the funding for other crucial ST 3 projects.

If you would be interested, please take a moment to read my proposed public-private partnership structure in financing the Ballard-Downtown light rail extension project as attached. (Start from the "Issues and Consideration" section) This attached documents also addresses some other energy and environmental policy considerations, such as in-station bike parking spaces and electric charging ports, all of which serve to enhance the sustainability profile of the project.

Thank you very much for your consideration, and, as any other ordinary citizen who believes in the centrality of mass transit in alleviating traffic congestion and cutting our nation's transport-sector carbon emissions, I wish the best for the ultimate success of the ST 3 project.

In the meantime, if you have any questions about my proposals, please do not hesitate to let me know.

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ST3 folks,

As a constituent now paying an extra \$60.00 per year for license plate renewal for the current Metro proposal already, plus still paying for the past abandoned Transit failure, I am wondering what kind of money you people think we are made of to pay for these proposals?

Another \$27,000,000,000.00 project is NOT what we want to hear about right now NOR can it be afforded. You people are living in complete non-reality! I live on Social Security and just the license renewal makes a difference when ALL of the add-ons are calculated. The argument that it will cost the least now is incredibly insensitive to the reality of our abilities.

It appears that you AND my legislative representatives have so little regard for your constituents that you should bring about more and more grand proposals that will "strap" us monetarily to un-affordable demands.

Dumbfounded,

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I just seen you commercial on television on how to expand you service. I believe if you run a train to Bellevue or link rail you will lessen the traffic on the I-405 from seatac to Bellevue/east side.

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I would like the tunnel to Ballard. I would like a station in Magnolia. #ST3 #WestIsBest #TunneltoBallard

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No diversity in Sound Transit staff. Why? Sound Transit needs more diversity in staff!!!

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Thank you! Keep going! It will never be cheaper. Your efforts and vision are appreciated.

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1. Coordinate with ST to allow redeployment of service
2. Integrate fare payment systems across the region
3. East-west corridors in the city need better service to connect neighborhoods
4. Make sure Rapid Ride is [15?] before launching new corridors
5. Improve real-time rider information
6. Continue transitioning to off-board payment, greater use of ORCA
7. Maintain / expand reduced fare options for low income riders
8. Reliability is paramount
9. Safety and comfort while riding and at stops

above roughly in order of priority.

Metro actually does a pretty good job

Shout out to Market Development team!

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After the budget cuts a few years ago, the old 48 EXPRESS was cut. One of the only express East-West connections/routes available.

There seems to be a real lack of focus on East-West routes and speed. Especially to the University of Washington which not only needs transportation for thousands of students, but also for thousands of employees. It's one of the top employers in the area and while there are plenty of routes, there is a distinct lack of speed within the city. Please bring east-west express routes back!!

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Haveing had several weeks to “adjust” to the new North end transit revisions – it sucks! There is only one Rt serving the Nortgate to UW and No alternatives. No connecting Rts. The busses that are used in the afternoon UW to Northgate are almost always “standing room” only. (No seats for seniors either) If this was an “improvement,” you failed.

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Please bring light rail to Ballard sooner than 20 years out.

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1. Ballard has waited for at least 20 years for improved transit. We should not be pushed to the end of the timeline (for light rail – sorry). But still need more, esp E-W.
2. Please add an overlay for bike routes in your maps. With those in mind how will road surfaces be maximized for efficiency? For ex. designating certain routes as NO CARS or No Street Parking or No Bikes. There is too much competition for some routes making them inefficient and dangerous.
3. Is it possible to have some express trains from SEATAC to downtown (1x/hour)? Sorry light rail?
4. What about drop off zones for at major light rail stops? Taking light rail to/from the airport leaves a traveler with luggage in a bind if waiting for a pickup.
5. Bus routes are so packed!!

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1. Light rail service: must come faster to Ballard – within 5 years – or I won't vote for ST3
2. Can we get water taxis from base of Ballard bridge through Lake Union to South Lake Union. Can do that easily and soon.
3. We need a Ballard to UW [illegible]
Ballard has large number of micro apartments being built – we have a huge need for light rail to Ballard.

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Why take so long come to Ballard! How much do we get tax, and when do we get tax

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Light rail to Ballard needs to be expedited. 2038 is far too long to wait. The Ballard line will give the best return on investment. We are willing to pay. Tax whatever you need!! The line to West Seattle should be second priority.

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I won't live long enough to see any of this
Therefore I vote NO

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Madison BRT and Graham St. infill should be part of early project deliverables.
Ballard should be delivered in 19 years.

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Don't raise already regressive sales tax.
Introduce corporate tax
Introduce income tax

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I would like it if homeowner taxes would have a sunset date for this project rather than charging for the rest of our lives. I'd also like to see business taxes or fees contributing to this project. Businesses will benefit greatly from this because they will be able to attract employees who want short commute times. Businesses are moving here and bringing lots of people with them – they should contribute to infrastructure improvements like these. It shouldn't all be paid for on the backs of homeowners.

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Madison BRT should be included

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Report Card on Sound Transit
[See PDF for full report card]
Speed: D
Cost per passenger mile: D
Convenience: F
Environmental Impact: D-
Traffic Impact: D
Safety: C-
Neighborhood Impact: D+
Timely Completion: D
Best science technology: C-
Cumulative Score = D-

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Transit Initiative for November 2016 Ballot

[Name] holistic approach to the transportation portion of Seattle's 2035 Plan Hello,
I am [name], retired lawyer, now living in the Ballard neighborhood of Seattle.

Washington Governor Jay Inslee, Seattle Mayor Ed Murray, and other visionary political, business, and civic leaders have urgently requested us to think of bold, holistic solutions to global warming and traffic congestion, which are not unique to the Puget Sound region . These are national problems that require coordinated, intergovernmental cooperation, and compromise. These are my ideas on how to solve these urgent problems.

I have recently read in many newspaper articles and heard many politicians repeat the assumption that Light Rail will be an important part of Puget Sound ' s future transit plans, particularly the enactment of ST3, now proposed by the Board of Directors of Sound Transit in a \$15 billion ballot initiative measure for November, 2016.

However, Light Rail is obsolete. [To confirm that Light Rail is now obsolete and has been obsolete for about 20 years,just do a keyword search of "light rail" and "obsolete" on the Internet.] Light Rail is much too slow [averaging only about 30 mph], too expensive [averaging about \$300 million per mile], and is not scalable to a regional transportation system. At most, it is a slow, expensive, obsolete, and dysfunctional fixed rail system that should never be expanded from Seattle to the entire Puget Sound region.

For less than \$7 billion [which is less than half of the \$15 billion projected cost of ST3], we can build a robust central "spine" of a regional transit system down the freeway corridor of I-5 freeway the entire distance from the northern border of Snohomish County, through King County, to the western border Pierce County, a distance of about 100 miles. Better yet, it could serve as a model for a "Warren Buffett Interstate High Speed Rail" system throughout the UnitedStates, which for the most part would be built on the [already paid for] rights of way of the Interstate ighway System, which was started the Eisenhower administration in the 1950s and completed in the 1960s.

Such a high speed rail system should use the "best science" available, which I understand is now maglev [magnetic levitation] technology. In fact, the inventor of a pollution free maglev powered train now lives and works in Port Angeles, Washington, and his patents are available for purchase and/or licensing. [To see his system, please go to his website at LevX.com.] My preliminary calculation of the cost of such a maglev system would be a fraction of the cost now being spent by Sound Transit for Light Rail and 3 times as fast.

In addition, such maglev trains in the median of freeways could also haul freight, which would generate substantial revenue to offset the cost of passenger rail. The reason freight revenue is so large is that freight is shipped or can be shipped 24 hours a day, 7 days a week, while commuter rail generally reaches its peak revenue only during rush hours [about 3 hours in the morning and 3 hours in afternoon], 5 days a week, Monday through Friday.

Within the city limits of Seattle, we could convert the Express Lanes to high speed maglev trains, thereby hauling up to 10 times as many commuters as cars now running in the Express Lanes, which are generally occupied by one person vehicles. Also we could partner with the Ports of Seattle and Tacoma to build an "Alameda Corridor" [now used by the Ports of Los Angeles and Long Beach]. The container freight shipments from the Ports of Seattle and Tacoma would be shipped around the south end of Lake

Washington and up the I-495 freeway corridor to pick up and deliver freight to and from Boeing, Amazon, and/or Microsoft, et al. Such an Alameda Corridor for freight would be a trench 59 feet wide, 33 feet deep, and have 3 guideways [tracks] in the bottom for high-speed maglev trains. We could haul passengers in the same corridor by putting arches or crossbars over the trench and putting a high speed rail for passengers on top. In more rural areas, such as Snohomish County and Pierce County, and other areas along the I-5 freeway corridor, we would not need such a trench. Simply putting 3 guideways on the ground in the medians of the freeways allow them to be built quickly, with minimum disruption to freeway vehicular traffic. We should design computer models to test these arrangements before they are built. This will allow for speedy delivery of freight, removing heavy semi trucks and trailers from the freeways, and creating substantial new revenue to offset the cost of passenger rail.

As an added, but not necessarily required feature of this maglev train system, we can give the ev train the ability to pick up and drop off passengers without the "mother train" being required to stop at the high speed rail stations, which would be spaced about 10 miles apart, on average. For example, if a fast train was going south from Everett to Lynnwood, anyone who wanted to get off at the Lynnwood station would move to the rear car. Then just before the "mother train" reached the Lynnwood station, it would release the rear car and the rear car would coast down an offramp and stop at the station, letting its passengers get off the train. Anyone who wanted to get on the "mother train" would come to the Lynnwood station a few minutes before its arrival and get into a train car, with a small electric motor, which would accelerate down an on ramp onto the main track just ahead of the "mother train". The "mother train" would slow down [to 80 mph], gently link up with the new train car, and then accelerate again to 100 mph on the main track, without ever stopping at the station. This idea is based on the International Space Station which exchanges astronauts by using the space shuttle while the space station itself is circling the earth at 17,500 mph. Only this would be much easier on the ground because the "mother train" would be going about 100 mph on a fixed guideway. This space station technology was developed by the local Boeing Company.

If manufactured locally and sold to customers in other states and around the world, such a maglev high-speed rail system, especially one with the ability to load and unload passengers without the "mother train" ever stopping at stations, would generate thousands of family wage jobs for our local skilled workforce.

As an additional bonus, and a significant contribution to solving global warming, we could request or require [by eminent domain, if necessary] railroad companies with tracks down on the beach sand in places like Edmonds, Mukilteo, and Woodway to remove their tracks ["Iron Curtains"] which run through many of our neighborhoods and along our beaches, which generally block off public access to public beaches for miles and miles [much like the condominiums in Miami Beach, Florida]. Thus, if the railroads and other shipping companies want to ship freight in the coastal regions of Puget Sound [and eventually throughout the United States], they would need to negotiate and pay an easement right-of-way fee to the public entity running the maglev high-speed rail system in the median of freeways [just the opposite of what now occurs, for example, a public entity such as Sound Transit has agreed to pay \$200 million for a 20 year right-of-way use of the railroad tracks between Everett and Seattle, allowing Sound Transit to operate 2 Sounder Trains in the morning and 2 Sounder Trains in the evening]. By shifting the freight shipments to the freeway corridors, we could utilize the rights of ways now used for railroad tracks ["Iron Curtains"] as new space for walkable communities, hiking trails, bike trails, etc. Each city, neighborhood, or urban village along the route where such a maglev high-speed train operates could then decide what kind of "feeder system" it would use to funnel commuter passengers into the high-speed rail station. For example, in Ballard, we should investigate the use of the Monorail [constructed in 1962 as a part of World Fair] to see how it is currently used. Is it used for commuters or just tourists? The Monorail now runs from downtown Seattle to the Space Needle, a distance of only

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about 3 miles. We should seriously consider expanding it [with a maglev elevated guideway] to the north to go to Northgate, thereby providing a clear alternative to automobile traffic now choking these communities through which it runs, such as Ballard, Crown Hill, First Hill, et al. Other communities could use small electric vehicles as "feeder systems" to shuttle commuters from their homes to the nearest high-speed rail station, much as we now shuttle schoolchildren in their school buses between their homes and schools. Each family utilizing such a shuttle system could save up to \$500 or more per month by leaving one or more of their cars at home for one or 2 days per week or more as they became accustomed to the new commuter transit system.

Our children and grandchildren are expecting us to solve these problems as soon as possible. All of them can be solved with current technology. We just have to elect the public officials with the political will and courage to find and utilize known solutions. It's not rocket science!

If you're interested in helping me organize an alternative transit solution initiative on the November 2016 ballot,

please contact me at my email address:

[email] or my cell phone:

[phone].

Thank you.

[Attached: Herald article, John Flowers, 8 May 1999, "Region needs a better transit design"]

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West is best. More reliable, more riders, stay off 15th, needed for freight, buses, etc.

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Comment

Fuck
week
control your crowd

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/20/2016

Comment Source
Email

Zip Code

Comment

I strongly support tunnel to Ballard

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Comment Date
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Comment Source
Email

Zip Code

Comment

I am strongly supportive of SoundTransit 3: the financial size and the extent of the network. However, I am terribly disappointed by the timeline in general (25 years?!?) and the plans for the Ballard line in particular. In 25 years we'll have a million more people in Puget Sound, and waiting until then for ST3 will result in our being further behind the traffic gridlock.

We need the Ballard line *much much* more rapidly than 2038. We need it in no more than 10 years. And we need the Ballard line to be entirely grade separated. I care less whether the Ballard line is elevated or a subway, but to be successful it cannot be blocked by vehicle and boat traffic.

Thank you for proposing a massive investment in our transit infrastructure. And now, let's make that investment as efficacious as possible.

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To Sound Transit Board:

Please prioritize the Ballard line with a downtown transit tunnel above all else. It's an exciting opportunity for Seattle.

Please make this line separate from current car traffic either under ground or elevated all the way to Ballard.

Consider speeding up the timeline of this new line, it's critical to the system to have these communities on the system as soon as possible.

Best,

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Zip Code

Comment

Please recognize the importance of the Ballard line in ST3. This will be a line with high ridership. Please prioritize this line and accelerate the schedule. This line must be grade separated and prioritize speed and reliability. The new downtown tunnel should be considered a regional asset. Don't add additional stations to the existing line, it is already too slow and adding more stations will exacerbate the problem. It is not currently a good option to the airport due to slow travel time.

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Why is there no plan for a north - south line along the I-405 corridor? Look at the current traffic levels - awful. Where will growth occur over the next 25 years? From Seattle, we can go north, south and east. Looking at the 25 year plan, nothing wrong with linking up with Tacoma, but of the three directions/options for growth, the region along the Seattle - Tacoma stretch probably provides the least opportunity for growth. That leaves growth in the north and east directions. We have north covered in the plan, but not the eastside. If the only transportation requirement on the eastside was to get to Seattle, then the plan is fine. But clearly that is not the case. The current traffic mess on I-405 proves that this is not the case. How on earth can we spend this much money without properly addressing the requirements on the eastside - especially when looking at 25 year growth??

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Your survey questions #4 through 10 are not working properly in IE, Firefox, or Chrome and can't accept the feedback they are asking for

--

[4/21/16]

I work in IT so I went through a few different tests.

I was using a MacBook Pro Laptop using Firefox.

I also tried it in a Virtual Machine running Windows 7 with IE, Chrome and Firefox, all with the same results with the same particular questions.

I'll try again today and let you know what happens

Regards,

--

[4/25/16]

I tried taking the survey again from a Dell XPS laptop this time running Windows 7 and it still fails the same way. Clicking "next" after question 3 does nothing and there is nothing to input any answers to questions 4 – 10 the shows in the browser window. In fact, I have no way of telling with any certainty that you are getting any questions answered through this survey.

Tried both IE and Chrome browsers, but both have the same issue.

Pretty sure you are not getting peoples input on this plan this way.

Regards,

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Comment

Please add these comments to the public review.

One of the impacts that light rail will have is in the region. Right now Island Transit does not have adequate bus service on Whidbey Island. In 2018, the Seaview Transit Center will be built next to Boeing, and will have bus service down the HOV lanes on Airport Road. This new service from Seaview Transit Center will tie into the SWIFT, and also Sound Transit, but also meet the needs of 75,000 employees at Boeing. May I recommend that the Island #1 be upgraded from Oak Harbor. This route would travel every 30 minutes, and then get onto the Washington State Ferry, and then travel to the new Seaview Transit Center. This would patch into the Rail Commuter in Mukiteo. This would provide excellent bus service to Whidbey Island and also free up some of the parking slots on the Ferry.

Thank You.

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People,

Let me lead off with a quote from Dave Earling:

“The long-term issue has been to get to Everett,” Earling said. “We need to find ways that we can reduce costs and to speed up the delivery from 2041. We've known all along that the least-expensive option is to go from Lynnwood straight up I-5 to Everett. But we see the profound need for doing the industrial loop.”

Want to reduce costs? Build more at one time. Less contracts to administer. Less contractors to deal with. More efficient use of funds. There is no good reason you can't build out the system at one time. Go to the state and ask for more bonding authority. They will be happy to comply, especially as they will hear less complaining from their constituents. Build lines that serve the industrial centers, e.g. Boeing Everett and Boeing Renton, as well as the densest population areas. Build dedicated Park & Rides for light rail. NO more surface light rail, everything either above grade or in a tunnel.

Does West Seattle need a light rail line? Probably not. I grew up in Arbor Heights and the recent decision to only run the route 21 bus to 35 & Roxbury except during peak times makes no sense. If you want people to use your system(s) the service has to be available virtually 24 hours a day. It makes no sense to be able to take a bus to work at, say, 1730 and not have transit available to take you home when you get off at 0130 or later.

I firmly believe light rail is needed, however, the lengthy delay in building lines is not acceptable.

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Comment Date
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Comment Source
Email

Zip Code

Comment

Hi [name]!

I'm trying my best not to bother you, but have one quick question:

Is the list of projects on the "Draft Plan" pages of the ST# web site the 'semi-final' list of the projects selected by the Board that will be used as the basis for public comments; and when will the 'final-final' list for the November public vote be published after the Board's June meeting? (If one wanted to develop a possible total acquisition cost (no O&M) for ST3, would the 'Draft Plan' list be the place to start?)

RSVP if/when you have time; thanks,

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Comment Source
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When I click on "timeline" at <http://soundtransit3.org/news/board-releases-proposal-for-light-rail-extensions-to-everett-tacoma-redmond-west-seattle-ballard-and-issaquah-brt-on-i-405-sr-522> it gives me the error page 404 "webpage not found". When I try this on my android phone, it just takes me to a blank, white screen. What is the timeline for when riders would be able to begin using the new light rail to Issaquah portion of the proposed ST3?

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Email

Zip Code

Comment

The proposed delivery date of 2044 for light rail to Everett is too late as a matter of transportation and economic policy and fairness.

Sound Transit's creation and ST2 succeeded in significant part because of the promise to complete the spine of a light rail system from Tacoma to Everett on the Interstate 5 corridor. More than 153,000 workers travel south from Snohomish County to King County each day, half down I5 and half down I405. More than 50,000 King County workers head north. Paine Field employs a quarter of Boeing's worldwide workforce and is the epicenter of the state's aerospace industry. The WSDOT long range planning effort showed that Paine Field is more economically important to the state than SeaTac airport. Two thirds of the state's GHG emissions are from transportation. Deviating from the mission of completing the spine to build a Ballard West Seattle spur before fulfillment of the original promise is wrong and unfair.

Make good on the promise and complete the spine as soon as possible--no later than 2033!

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Comment Date

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Sound Transit Board Members,

What nonsense is the ST3 plan? Priority rail access to West Seattle... Ballard? I didn't know hipsters had that kind of bribe money.

Look at the bare facts. Snohomish County is already on fire, and likely to explode in growth. There are already massive amounts of residential housing and employment centers there, and there is plenty of space for expansion. Water flows downhill and greed is rapacious, and developers are salivating over the cheap cost of expansion and potential returns in Snohomish County. Transportation infrastructure is already at capacity and will soon be beyond broken. We're sitting on a recipe for disaster and your current solution is, "Turn up the heat!"

I recently told someone in another state, "Here is how the state of Washington and city of Seattle plan things. They take whatever would be the most useful, helpful, logical solution for the greatest number of people- and they do the opposite." Prove me wrong and stop wasting the ENORMOUS amount of taxpayer dollars you already absorb and DO SOMETHING LOGICAL AND USEFUL!

Light rail and an ARMY of express transit buses to Everett and along the 405 corridor - ASAP - are the ONLY way the region can sustain the level of success and growth it has seen in recent years. Should that level of growth and success decline, politicians will be blamed. If politicians are blamed, bureaucrats suffer. Fix the plans if not out of a desire to be useful, or in the throes of logic, at least by virtue of self-preservation!

Thanks,

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Hello who may be concern , was a bus route number 265 was going from the microsoft-park&ride to downtown Seattle was a really busy bus-route only operated in the morning to bring PLP from Redmond&Kirkland to work in Seattle & the afternoon to bring PLP back from work from Seattle to Redmond&Kirkland they stop this route & many PLP suffer the consequences why they don't reinstall this route? was a profit route with PLP standing up in the bus, those buses was full going & coming back also was only operated on those hours in the morning & afternoon thx You for Your time

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Comment

In regards to your current plans for expansion to ST3, what is the current % of commuters today that take sound transit to travel to their destination or place of employment?

At a cost of \$50 billion that will take another 25+ years to develop - do you believe it is worth the time and cost, since by then there will be alternative and additional competing forms of transportation?

Based on the current statistics found - <https://www.nerdwallet.com/blog/insurance/greater-seattle-worst-commutes-insurance-gas-time/>

1. Since most of the transit users use transit, < 10% in most areas (Community transit (33k daily compared to a total of over 3 million commuters <1%), do you think it is feasible to tax all homeowners to pay for this expansion though we have voted for this expansion several times since the 1990's?

2. Given Sound Transit expansion failures in the past from this link and other articles read (https://en.wikipedia.org/wiki/Community_Transit), can you guarantee in writing to the taxpayers that this cost will only go to transit project and no other projects?

JRPC in 1994 organizing 10.4 billion in today's dollar value failing to be and prove any success

Sound Transit current average commute from Lynnwood running approximately 45 minutes to an hour, upwards to more than 2 hours on the worst days

Sound Transit 2 being approved in November 2008 - which is already supposed to fund light rail from Northgate to Lynnwood Transit Center, but yet no funding remains and has been spent for other pet projects.

Provided you can't plan, develop, maintain or grow existing transportation systems today with other failed projects like 405, Bertha, and other failed projects costing taxpayers money that can't be returned, why do think this project will turn out any different?

After looking into a street development issue where a road was not planned for an increase in traffic, in southern Snohomish County, due to additional development (including a new Costco, 2 apartment complexes and yet another mall) as small as less than a mile long, how can we expect this plan to solve the massive transportation problem we have been facing in the past that hasn't been resolved in the past?

Look forward to hearing from you soon about the real solutions this new plan will provide that the previous plans have not.

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Hello,
Your map at <http://soundtransit3.org/draft-plan#map> really does a poor job communicating information. Do you have a better, interactive map? One that has an overlay of the city, that has existing stops, that shows estimated project completion times, etc? Something like this google map: https://www.google.com/maps/d/viewer?mid=zco5gLwhr-VA.kj6Cym-dMDZo&hl=en_US
Thanks,

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Comment

I feel their should be more light rail to end all the traffic heading north start from Arlington stop in Marysville then Everett and straight to Seattle and back

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Comment

Hello my name is Elyette Weinstein I am testifying first as chair of All Aboard Washington's Sound Transit 3 Committee, followed by my own individual recommendations regarding the proposed rail extension to Dupont.

On April 9, 2016 the Sound Transit 3 Committee recommended the following service enhancements. These recommendations were approved by All Aboard Washington, with modifications. I have submitted a letter from our Executive Director Lloyd Flem, which I have signed on his behalf. The letter states the approved recommendations for Sound Transit 3 as follows:

Recommendation 1 All day, seven days per week, Sounder rail service between Tacoma and downtown Seattle; Recommendation 2:

Weekday Sounder rail service during peak periods, between Tacoma and Bellevue's Wilburton Station where it connects with East Link light rail. We recommend that the route run along the southern segment of the Eastside Rail Corridor, with a negotiated easement with BNSF Railway and Boeing for trackage rights from milepost 5 (Gene Coulon Park) to the main line at Tukwila.

We ask Sound Transit to direct any questions or comments to Mr. Flem at All Aboard WA.

This concludes my presentation on behalf of All Aboard WA. DUPONT SOUNDER SERVICE+ As a resident of greater Olympia, I now present individual suggestions in support of extending Sounder Service to Dupont. ' If Sound Transit has not already done so, they should consider sending a survey to Olympia residents regarding ridership from the Dupont station, even if a surcharge were added for passengers who are not Pierce County residents. This surcharge may allay concerns expressed by some Pierce County residents about the fairness of increased taxes; Sound Transit should also consider providing shuttle bus service (with possible collaboration from Intercity Transit) from the Capitol to Dupont at peak periods during legislative session,

This concludes my presentation. Thank you for considering these recommendations.

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Q - How were project cost estimates developed?

Q - Why are the cost estimates or maintenance (e.g. Kent/Auburn parking garages) so high? They seem higher than typical.

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Q - How many people are on the freeways in our regional, now/future? (Overall volume)
Q - How many people ride transit (ST), now/future?
Compare to overall population of region.

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Comments Received (Not specified/Out of District)

Comment Date
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Comment Source
Email

Zip Code

Comment

sound transit staff.
Who could I contact to get more detail on the ST3 proposed timeline?
Thanks

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Comments Received (Not specified/Out of District)

Comment Date
04/22/2016

Comment Source
Email

Zip Code

Comment

Hi there,
Does Sound Transit have any open positions at this current time?
I am interested in applying if so!
Thanks,

Comment Date
04/22/2016

Comment Source
ST3 Web Form

Zip Code

Comment

OUR POOR NEIGHBORHOODS

Recently we lived through Trayvon Martin's killing in Florida, Michael Brown's death by a police officer in Ferguson, Freddie Gray in Baltimore, and many others. We have Black Lives Matter, a Movement that points to our poor neighborhoods as focus of segregation, continuous poverty and the failure of integration. In Europe; hoping we will not get there, the poor segregated neighborhood of Molenbeek has been consistently generating terrific terrorist's attacks in and around Paris and Brussels.

Planning Policies and Strategies

In the U.S. these tragedies, born from mostly poor urban neighborhoods are the result of late 19th and 20th century sub-urban automobile planning, that came with segregated zoning, culminating in dysfunctional planning architecture and design that increases economic stagnation income inequality, crime, homeless, and displacement, while promoting ever increasing areas of sub-urban sprawl and congestion Out city limits.

Many believe the reason for these tragedies to be the policing, lack of jobs, bad schools lack of housing etc. However these are consequences of the dysfunctional planning we planners; learned in planning school.

It's time to acknowledge isolation and segregation are not working and change to a more equitable functional physical planning and quality architecture. For these are no less then human rights, a social and moral issue.

Sound Transit \$50B light rail build out must be considered a structural element for planning a 21st century progressive and profitable future for our culturally rich however poor neighborhoods of South Seattle.

Sites with regional node potential, such as close and around the Othello Light Rail Station, (not every corner or crossroad) need be envisioned plotted and protected, for future 21st century walkable malls with structured underground paid parking, that will become destinations for all incomes within an integrated transportation system, will help connect all districts.

Regrettably the new \$50B transit plan does not mention the South Seattle neighborhoods: Georgetown, South Park, Roxhill, Delridge, West Seattle, and Rainier Valley, Hillman City, down to Seward Park. They can all be accessed by the East West arterial from S. Othello street, coming from the existing North-South light rail at the Othello Light rail Station in the heart of South Seattle. We wonder, could the ending stations be called Jimmy Hendrix to the West and Quincy Jones to the East? Or are they destined to live in isolation with a lesser transportation system, buses, old automobiles and bikes?

It is paramount to acknowledge our ignorance of the needs of our society's popular, creative and bohemian culture. Currently our poor neighborhoods are the result of early 20th century planning each business backed by black top parking lots, unkept and failing businesses. Our districts/neighborhoods lack physical structured centers with amenities. We desperately need nodes occupied by pedestrian malls with long term structured paid parking and clusters of businesses, catered to culture, restaurants designed for live music, exhibition hall ways that will bring back the human scale to urban life; allowing for more pedestrian and bicycling, gathering places; such as plazas, in doors and out doors, architectural landmarks, together with an integrated transportation system. All catered to the Arts and Culture.

Thank you for the opportunity,

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Comment Date
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Comment Source
Email

Zip Code

Comment

You need to add an open house for Q&A in the City of Renton.

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Email

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Comment

It might be best if there is more precise language in future survey descriptions and questions. For example, repeating "across Puget Sound" is pointless and misleading. Please also note the "12 p.m." means "noon after noon". For such a massive project, proofreading is an excellent idea.

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Comment Source
Mail

Zip Code

Comment

Sound Transit is rushing ahead to place 5T3, a multibillion-dollar proposal, on the fall of 2016 ballot, timed to coincide with the general election. The regional plan, Vision 2040, on which ST3 is based, does not include technological changes to the vehicle fleet over the planning period. Human drivers will no longer be necessary. As a result, the vehicles of the future will allow increases in roadway capacities by factors of six or more. Urban areas will be first to see increased capacity and reduced congestion as the fleet evolves and accidents are reduced by 80%. There will be little need for parking at destinations.

This transition is happening now with crash avoidance systems available today and mandated on all cars by 2022. USDOT has set a target to allow driverless cars on the road by 2025. Car companies are seeking to introduce driverless cars in the rideshare urban markets by 2022 or as soon as regulations allow. The result is a perfect complement or partial replacement to on-demand ride share and fixed route transit. Why should the region spend billions of taxpayer dollars on a replacement rail system that was torn out and abandoned in the late 1930s? Today, with the rapid changes in technologies, the region needs to wait at least four years until there is a clear picture of the effect of new technologies. The new transportation system plan must reflect the reality of the future. Will the public buy this scenario? Why not ask us? There is still time and opportunity! No ballot measure needed.

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Comment Date
04/24/2016

Comment Source
Email

Zip Code

Comment

Good morning,
I submitted my survey yesterday, but forgot to provide feedback on the Sounder Train. My fiancée and I have both ridden the train from the airport to Edmonds and from Edmonds to sports games in SoDo. I work for Boeing in Everett, and I would love to see the train available for a reverse commute to go from the city to Everett in the mornings (and opposite in the afternoons). With tens of thousands of employees working in Everett, and limited parking, it would be great to get cars off the roads and to improve access to public transportation to Everett prior to the availability of the light rail expansion. Thanks for your consideration, and please feel free to follow up with questions.

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Comment Date
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Comment Source
Email

Zip Code

Comment

Light rail has been a tragic, disastrous boondoggle in Washington state, costing billions more than promised every time, with time and cost overruns sometimes being double or more of the initial promise.

We need 2 more lanes on I-5, 512, 405, 167, and 4 more lanes each way bypassing central Seattle. The planners who ONLY offer us more bloated and costly light rail no one wants, rather than more lanes which everyone wants, are working AGAINST the needs and desires of the residents of Puget Sound. I sincerely hope we can obliterate all future light rail money pits and create better car and bus service, which is more flexible, more efficient, more affordable, and more ecologically sound than letting our citizens waste hundreds of hours of their lifespan in traffic every year, and letting cars pour out thousands of metric tons more emissions by sitting in stop and go traffic jams.

Light rail is the most irresponsible and idiotic waste of money in Washington State. You are responsible for this. It is a travesty of central planning lunacy.

Comment Date
04/24/2016

Comment Source
Email

Zip Code

Comment

OUR POOR NEIGHBORHOODS

Recently we lived through Trayvon Martin's killing in Florida, Michael Brown's death by a police officer in Ferguson, Freddie Gray in Baltimore, and many others. We have Black Lives Matter, a Movement that points to our poor neighborhoods as focus of segregation, continuous poverty and the failure of integration. In Europe; hoping we will not get there, the poor segregated neighborhood of Molenbeek has been consistently generating terrific terrorist's attacks in and around Paris and Brussels.

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Thank you for the opportunity,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/24/2016

Comment Source
Email

Zip Code

Comment

Waiting 22 years for light rail to Ballard is unacceptable. This urban village is quickly being built up. We need transit in half the time. Please raise taxes, even to do so.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/24/2016

Comment Source
Email

Zip Code

Comment

Hi [name]!

OK, I know I changed a couple pronouns, but I'm sorry that you're goin'!!!

This is my last - promise!!

I've used the ST3 Draft Plan detail sheets to add up the average acquisition costs for the 31 projects (see attached Excel file), but I only come up with a total average cost of about \$22 billion (2014 \$s). But much of the recent publicity (including a long article in today's Seattle Times has been using a figure of \$50 billion: what have I done wrong?

If you have time to answer, I'd appreciate it.

Are you leaving the planet, or just going to a better job where you won't be pestered by nuts like me?

Cheers, and good luck in your next 'stop'!

Comment Date
04/24/2016

Comment Source
Email

Zip Code

Comment

Dear Sound Transit Board,

Like many in our region, I am excited about the future of mass transit. Our existing light rail has shown that there is a tremendous demand for fast and reliable service. There is a lot to like in the ST3 Draft Plan, but there are also ways in which this plan could be improved.

1. Expedite the Ballard to Downtown project: this portion of the project offers tremendous upside in terms of ridership and should be expedited in any way possible.
2. Make the Ballard to Downtown line fully grade-separated: for light rail to deliver in the ways that we need, it cannot be at risk of getting bogged down when running at-grade. This happens along MLK with LINK, and this problem could be compounded if the Ballard-Downtown line runs at-grade. A grade-separated route may be more expensive, but it is worth the cost in order to meet the promise of truly reliable and fast service.
3. Increase funding for connections to pedestrian, bicycle, and transit: we need stations that fit within a multi-modal transit landscape. This landscape must prioritize the safety of pedestrians, bicyclists, and those using buses as opposed to single-occupancy drivers.
4. Consider charging for parking at stations: free parking brings along many negative externalities and can trade-off with other developments near stations (housing or even safe pedestrian/bicycle infrastructure). If we're trying to move away from cars, we must reflect that in the design around stations. Costs to park could perhaps use a dynamic pricing system, and parking payments should be integrated with ORCA to ensure best use of parking spots and to gather more data on parking usage.
5. Prioritize 130th St and Graham Street stations: these serve important areas and would help to create a more robust system
6. Plan ahead: a.) provide complete funding of an Environmental Impact Statement (EIS) for the extensions from Ballard to UW and from West Seattle to Burien, and add both lines as "provisional projects" if additional funding becomes available. b.) Fund study work for lines such as the Metro 8 or other routes that would make for a more complete network of rail lines

I know that there are many demands for transit projects in our region and that prioritizing them in a way that is economically viable and fair to all stakeholders is a challenging task. I appreciate your efforts and thank you for your consideration of these comments.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/25/2016	Email	98249

Comment

Hello,

I am wondering why significant changes to original commitments for light rail to the regional system serving Everett have been scrapped in favor of earlier delivery to Ballard and West Seattle - it makes no sense to strangle the I-5 corridor in this way! Look at accident reports, total gridlock - everything points to the need to serve this corridor as soon as possible.

Please review the facts, and stay the original course.

[name]

[address]

Sound Transit plans from as early as 1994 specifically prioritized light rail investments to connect Everett-Seattle-Tacoma (north to south) and Seattle-Bellevue-Redmond (west to east). While the current draft Sound Transit plan for ST3 delivers light rail through the Paine Field aerospace employment center and into Everett, its delivery date is in 2041. THIS IS NOT ACCEPTABLE.

It is nor fair or acceptable to delay Light Rail Transit (LRT) to Everett, the northerly spine of the ST system until 2041.

The draft plan has light rail extensions arriving to Ballard and West Seattle before Everett, when they were NEVER prioritized in prior ST Long-Range plans.

Building a regional LRT system the right way means building it to connect in timely fashion to the major job centers where workers can use high-capacity transit to get to their destination. The aerospace employment cluster around Paine Field serves over 50,000 workers - the largest manufacturing jobs center in the State of Washington.

Additionally, the LRT system is also critical to connect employees who cross county lines to get to their work place each day. Census Bureau figures show Snohomish County sends more than 153,000 workers into King County each day -- the highest cross-county commute numbers in the state. Further, more than 53,000 King County residents go to work in Snohomish County each day.

A regional system needs to go where the growth goes. Snohomish County is the fastest growing of the three Central Puget Sound counties in the ST service area and is expected to add 200,000 people in the next 20 years. More people and more jobs equals a critical need for more service.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date

04/25/2016

Comment Source

Email

Zip Code

Comment

Good plan!! If your 'sabbatical' includes foreign travel, try camping out in Norway for a year or so (I worked there on loan from Boeing) 1981-1991, in Stavanger and Bergen for Statoil.

Thanks for the feedback.

OK, I wondered if the \$50 billion might be YoE \$s, but without the start/complete calendar for each project, and appropriate escalation rates, there's no way to try to duplicate the figure. Has ST published/released any sort of 'calendars' for each of the projects; if so, how do I get a copy? (Their 'Draft Plan Project Phasing' release is worthless!)

FYI: attached is an estimated LCC (does not include retirement) spread for the Redmond TC to Redmond Downtown link based on my own assumptions and a guestimate schedule. You can compare my LCC total with ST's 'reserve' estimate for the same link. I'm going to submit a copy of a 'paper' ("COMPUTATION OF LEVELIZED FARES FOR A LIGHT RAIL LINK BETWEEN REDMOND TECHNOLOGY CENTER AND DOWNTOWN REDMOND, WASHINGTON") to ST as part of my comments to the Board on the Draft Plan.

Cheers, and have a good sabbatical and a great 'new start'!!

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date

04/25/2016

Comment Source

Email

Zip Code

Comment

Good morning,

As part of the ST3 public comment process, please find attached a letter from Save Our Trail dated April 25, 2016.

If you have any questions, feel free to contact [name] and/or [name]. We would be very open to discussing our letter and proposed projects we support with you and your staff.

Sincerely,

Save Our Trail Organization

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/25/2016

Comment Source
Email

Zip Code

Comment

Please add to the public record.

May I recommend that the Convention Center station be used as the staging area for a tunnel to Ballard. This just might be a natural. There are railroad tracks that go there, and these could be used to haul supplies to the tunnel machine, and haul the dirt and fill out through the Seattle transit tunnel late at night. This would make it easy to supply the tunnel bore machine. Let Brenda do this. As Brenda drills into Queen Anne hill, the train would go into the tunnel, building the track, and hauling dirt and fill out. The train would haul supplies in, as Brenda drills. This just might work. Again, I feel that a route through the middle of Queen Anne hill would work better, in part due to geology. The tunnel should be drilled deep at sealevel, and then bore underneath the ship canal. It would go directly from the Convention Center to Ballard with no stations in between, thus reducing cost. The geology of Queen Anne hill deep is more solid. The deep tunneling should not affect existing building foundations, since it is deep. Tunnel machines like to drill into solid rock, not sedimentary rock. Going express from Convention Center station to Ballard just might work out very well.

Thank you.

Comment Date
04/25/2016

Comment Source
Email

Zip Code

Comment

Dear Board members,

When reviewing alternatives for the Lynnwood-Everett corridor, I strongly recommend serving the Paine Field industrial area with BRT service, allowing the LRT line to follow the I5 alignment, reducing capital costs and delivery time while supporting faster service between Everett and destinations south. The BRT line could perhaps follow the proposed Swift II corridor and go live once Light Rail reaches the Mariner/128th St station.

In the short term, ST3 could fund capital investments to bring Swift II into service, similar to the investments proposed for Route 1 in Pierce county as an "early win."

In turn, ST3 should fully fund EIS and some engineering for a spur Paine Field that would eventually replace the BRT line with Light Rail in the future, as denser land use & steady population growth over time will tip the scales towards Light Rail over BRT.

Further, there may be opportunity with a "ST4" planning and funding route to combine this Paine Field spur with an a second spur south of Ash Way that would follow 405 to Bellevue and replace the proposed 405 BRT. This would create a single line from Paine field to Bellevue that would interline with the Spine, allowing easy transfers between the two light rail lines, interfaces with multiple Swift lines, and strongly connect Snohomish with East King.

I believe this second line, serving Paine field & East King, is superior in the long term to a Spine alignment that serves Paine field. Unfortunately, the budget simply doesn't exist to build this before 2040, so in the short term this need can be met with two BRT lines, which in the long term will be replaced with a new Light Rail line.

For clarity, the two lines are the proposed 405 BRT and my recommended "Airport Rd BRT", which is effectively Swift II west of I5. These two BRTs are connected by both the Spine between Alderwood & Mariner and the eastern half of Swift II between I5 and Canyon Park.

Thank you for your time,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/25/2016

Comment Source
Email

Zip Code

Comment

Everett location should be built before Ballard. These unfortunate people in Everett already suffer from mudslides several times a year. They deserve better service. They should NOT have to pay for DECADES before receiving service.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/25/2016

Comment Source
Email

Zip Code

Comment

I will not support this unless the [light rail] comes right to Everett. Boeing is moving jobs out of the area if they want their darn train they can pay for it themselves! Train to Everett ASAP

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

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Comment

Stay with the original plan of Tacoma-Everett light rail by 2033. Also favor route via Airport Rad to Boeing/Seaway Industrial area

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/26/2016

Comment Source
Email

Zip Code

Comment

It's pretty clear that Sound Transit is catering to the well-to-do neighborhoods, while under-served neighborhoods like Everett are stuck with 25 years of paying into the system before getting anything back. You're prioritizing a city of 33,000 (Issaquah) the same as a city of 105,000 (Everett), and that doesn't include Marysville, Arlington and Stanwood areas that would also benefit from light rail to Everett. But Issaquah residents have a lot more money, so despite having 1/3 of the population, they get the same priority as Everett.

But hey, busses stuck in traffic jams on I-5 are good enough for those Everett people. We like their money, we just don't want them on our light rail.

Sound Transit 3 - Draft System Plan
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Comment

On your website, on the page titled "Funding" and dated August 2015, it is stated:

"In summer 2015 the Washington State Legislature and Governor granted Sound Transit authority to ask regional voters to approve new local revenue sources that within 15 years can generate up to \$15 billion in funding for mass transit expansions. The Sound Transit Board will determine how much of the funding authority to propose as it shapes a Sound Transit 3 (ST3) ballot measure for a vote in November 2016."

Please explain to me and all voters the following:

1. The legal basis by which the funding authority was more than tripled and the timeline increased to 25 years.
2. The process by which this dramatic change was adopted and the reasons for it.
3. Identify any studies supporting the increase.
4. Identify all records presented to the Sound Transit Board recommending the increase.
5. The minutes of Board meetings at which the increase was discussed.
6. The steps taken to inform the public of the reasons for the increase.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/26/2016

Comment Source
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Zip Code

Comment

How come MAX in Portland can construct 8.3 miles on their Clackamas line in 2 1/2 years yet it will take Sound Transit 5 years to build from Northgate to Lynnwood?

Comment Date
04/26/2016

Comment Source
Email

Zip Code

Comment

Dear ST BOD,

Thanks for the opportunity to make a public comment on this plan. I have two overall comments:

1) It's fantastic that this plan has been proposed, but it must move faster and offer more above and below grade transport solutions. Here is a video from a few weeks ago documenting how fast my 28 express bus (an at-grade solution) moved along Aurora on a typical weekday headed to work. This type of public transit just isn't acceptable. I am personally willing to pay more taxes and I would suggest two types of taxes to fund this. I'll also add that could we amend our constitution, as a higher-income earner I would be willing to pay income tax to fund this measure's acceleration.

Additional taxes:

a) Corporate taxes for large corporations with offices in King County. especially those in Seattle - Amazon may be the largest and most obvious, but there are many corporations who are building and expanding here and who are not appropriately funding the pressure they are putting on our city's housing and transportation infrastructure

b) Construction taxes for the building project that have a direct impact on the quality of existing public transit; which is mainly grade-level transit (buses) and is slowed significantly by the take over of sidewalks and lanes of traffic

On a related note, I believe that increasing sales taxes to fund this project is regressive and results in those who are poorest and already marginalized to bear a disproportional part of the solution. Growth isn't bad, it's good - but it has to come at a cost for those benefiting

2) The Seattle laws which allow construction of new buildings to infringe on lanes of traffic, bike lanes and sidewalks should be repealed or amended. Construction companies in cities across the world have figured out how to build new office buildings and apartment buildings without taking up lanes of traffic to the extent that is happening in Seattle. This clogs up the at-grade public transit and individual car traffic much more than is needed.

Thank you for the opportunity to share my opinions,

Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/26/2016

Comment Source
Email

Zip Code

Comment

I worked on the first Regional Transit measure in the early 1990's, which failed, in part, because it did not provide enough benefit for Snohomish and Pierce Counties, which were mostly ignored during the campaign. The original core vision of the plan was to provide a rapid transit link between Everett, Seattle, and Tacoma, with the future goal of reaching Olympia. To get political buy-in, cross county/city links were added sooner, rather than later and at great expense and questionable priority and utility.

The net result is there still is no continuous ongoing rapid light rail transit link between the 3 central cities to promote government, jobs, commerce, education, and airport access, along with health and social/cultural needs. Except through buses to/from Seattle, we still don't have the backbone of this rapid regional transit system in place, and with Plan 3 it will take another 25 years before that happens. In the meantime, the bulk of linkages/enhancements continue to be in Seattle/King County.

Reorder priorities. Get the spine built first. It's long overdue. Buses/park & rides can provide cross city/county linkages in the interim, and at a much greater cost saving. We don't need expensive tunnels and light rail running across Seattle and King County, or the link in Tacoma, when we still can't get back and forth from Tacoma to Seattle or Everett in a reasonable timely manner.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
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Comment Source
Email

Zip Code

Comment

Sound Transit is incapable of handling transit planning. You all need to be fired. You have wasted billions on plans that don't work, and don't solve traffic problems. Do not ask the taxpayer to fund more of your projects. In case you haven't noticed, no matter what you do, it never solves congestion on the roads. With all the construction on your stupid plans, you just cause more delay, and more expense. I have never voted for light rail, and never will.

Comment Date
04/26/2016

Comment Source
Email

Zip Code

Comment

Dear Sound Transit Board,

I strongly support the bond issue for Sound Transit3. The first two phases have been very successful and it's hard to wait for Sound Transit3 projects.

However, Everett and Snohomish County must be given higher priority in Sound Transit3 light rail plans.

Why must Everett wait 25 years to get light rail ? And why is Ballard scheduled to get light rail before Everett? The proposed schedule is Seattle centric. The schedule ignores the much greater need and more cost efficient route to Everett.

Here's why Everett should have priority over Ballard:

- Everett serves a large city and region; Ballard is a much smaller neighborhood.
- Everett and Snohomish County have limited public transportation; Ballard has excellent bus service.
- Everett has a much longer commute to Seattle on a clogged I-5; Ballard is a short distance to downtown Seattle.
- Everett was in the original Sound Transit plan; Ballard wasn't.
- Everett is a crucial section of the Sound Transit spine; Ballard is an offshoot.
- Everett is a major manufacturing and jobs area; Ballard is a community business district.
- Everett light rail would be a relatively easy to build; Ballard light rail would require an expensive new tunnel.

Everett and Snohomish County have supported Sound Transit from the beginning. It's time for Sound Transit to support Everett. Bring light rail to Everett soon.

Thank you,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
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Comment Source
Email

Zip Code

Comment

Hi, I moved back home 26 years ago after attending West Point and fulfilling my obligation. One of the places I served was the DMZ in Korea. It was a 3rd world country, but 30K south in Seoul it was a 1st world subway system rivaling arch rival Japan. We are 5 decades behind what was a 3rd world country!. I petitioned for bike lanes on 520 in 1991. They were talking a couple years before it happened. A quarter century later and they're still not here. Gridlock is growing, economic injustice is growing, pollution is growing, and Puget Sound is growing. We can't wait another quarter century! ST3 needs to be accelerated by almost an order of magnitude, it must include RELIABLE access for bicyclists to solve the last mile problem, and it must tax the bad, fund the good. That is, impose a carbon and/or vehicle miles traveled taxes to fund accelerated projects.

Thank you,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

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Comment

Provide parking at Seattle stations.
Look at funding sources not property or vehicle taxes (these taxes are already too high). For example, extend sales tax to junk food (sugar) and soda pop.
Farebox recovery of at least 33%.

Sound Transit 3 - Draft System Plan
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Comment

First, complete the "spine" (Everett to Tacoma) of link[sic], then branch to Bellevue (that now has a brand new bridge 1/3 bigger than the old one), Ballard and West Seattle. Let Metro feed the Link stations by [illegible] East-West.

Love the Link out to UW. I do NOT understand the Link commercials with the spinning ball and the dog with the purple mist. What the hell do they have to do with riding the Link? Build more Link faster - stop making stupid commercials.

Sound Transit 3 - Draft System Plan
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Where is the cost information?
-[illegible] by project
-Contingency [illegible] & %
-inflation projection by year
Those should be presented at meetings.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Public Meeting Comment
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What about bathroom access?

Sound Transit 3 - Draft System Plan
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Comment

Thank you for your efforts, but you must address our regressive tax structure, particularly relying on sales tax and property taxes. How will you enlist the participation of corporations & developers and higher wage earners in paying their fair share of these enhancements?

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

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Comment

All of the information looks good, but the timeline is awful. Too slow to completion. For me, personally, my bus service has gotten worse - too few buses mid day. It is easier/quicker to drive my car than to use public transportation - and it just shouldn't be that way.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Public Meeting Comment
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Comment

Light rail to West Seattle seems expensive for 35,000 riders per day, but significant separate path to downtown for transit is crucial. Please do what's possible to improve the C Line roadway (it's own?) as soon as possible?

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Fairbox recovery of at least 33%
Midday service in NE West Seattle
Increase access fair to the maximum allowed by law & reduce this excessively expensive service. Use savings to provide more midday service.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

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Comment

Please add bus service along the entire California Ave corridor from the water taxi terminal, south to Gatewood/Morgan Junction. This route would let people get to downtown while avoiding the tunnel mess, and it would also connect West Seattle High School/Admiral Junction to other parts of West Seattle. This would be very useful.

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Comment

I brought my 3 year old to this Open House. I want to see something happen to improve our local transportation over the long-term. Thanks!

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Comment

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More point to point shuttles to link to light rail. e.g. Junction to SoDo light rail
Increase [illeg.] & connectivity to the rail.
What about a cable car from W. Seattle to Beacon Hill?

Sound Transit 3 - Draft System Plan
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Sound Transit 3 - Draft System Plan
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Comment

Please return frequent service from the West Seattle Bridge to California/Admiral traveling up and down Admiral Way.

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From North Admiral District shuttle service is needed to get to buses - I feel are on call service is needed to be able to access scheduled buses. Now that the C & D have split to favor South Lake Union. It [illeg] is difficult to go [illeg] and definitely unsafe at night to have to bus for [illeg] at ALaska Junction & wait for a bus to North Admiral. I [illeg] because tiem of my event got me out at 10 or 11 pm. Safety at bus stops is a real concern at night.

Sound Transit 3 - Draft System Plan
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Comment

Light rail to West Seattle seems expensive for 35,000 riders per day, but significant separate path to downtown for transit is crucial. Please do what's possible to improve the C Line roadway (it's own?) as soon as possible?

Sound Transit 3 - Draft System Plan
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Comment Date
04/27/2016

Comment Source
Email

Zip Code
98206

Comment

Dear Sound Transit Board:

As a citizen residing in the Puget Sound area, and a volunteer for the American Heart Association, I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access). In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased by at least \$500 million, or more, to fund multimodal access to the Sound Transit System. Increasing biking and walking investments helps Sound Transit 3 get more people moving! Individuals with sedentary lifestyles are at increased risk of chronic disease including cardiovascular disease. With Sound Transit 3 we have a chance to "build in opportunities for physical activity" throughout the region's transportation system. Walking and biking investments will create healthier communities and a safer, more accessible transit system. With the younger generation already mobile, by giving them a more focused access, they may engage and connect to a greater exploration and diversity to their lifestyle than a sedentary one alludes to..

As you draft the plan for voters to consider, I along with the many other volunteers of the American Heart Association urge you to invest at least an amount equal to, or greater, of \$500 million in walking and biking access to transit.

I want to personally thank you for your service to the citizens of this great state, and your time and effort in consideration and action upon these matters.

Sincerely,
[name]

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Comments Received (Not specified/Out of District)

Comment Date
04/27/2016

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Email

Zip Code

Comment

Sound Transit People: The case has been made by [name] and others for this transit station in N. Seattle. I won't repeat all the specifics. North Helpline which serves w food bank and other services the citizens of North Seattle very much needs its clients to have transit options. The station really matters to real people. It is not just an abstract line in a financial plan.

Sound Transit 3 - Draft System Plan
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Email

Zip Code

Comment

Greetings,
Were any screenlines developed when the ridership forecast was done for the proposed Ballard-Downtown Seattle light rail line?
If so, where were the screenlines and what were the results?
Thanks,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date

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Comment Source

Email

Zip Code

Comment

I believe you MUST make it easy for people with cars to park at major hubs, whether bus or light rail. Also, there have to be enough stops on each line so that people can reach home fairly quickly after they get off (no more than 15-20 minutes, I would think). Hopefully, whatever you build will be constructed in a way that allows for building additional stops at future dates. I am 71 and know that within the next few years driving will be working less well for me and transit will be much more important. Right now, transit is not at all appealing. Maybe I won't live long enough to benefit from the new plan, but I hope it will meet the needs of our aging population in years to come.

Sound Transit 3 - Draft System Plan
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Comment Date
04/27/2016

Comment Source
Email

Zip Code

Comment

Hello,

It is imperative that the entire process of building out the transportation system be absolutely transparent both from the standpoint of expenditures and project management. The management must be held accountable for their conduct and performance with real penalties for failures in any aspect of their responsibilities.

Also virtually all improvements in the bus system must be treated as stop-gap fixes. No matter what the improvements are the fact remains that buses are impacted by and impact traffic on our roads.

Sincerely,

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/27/2016

Comment Source
Email

Zip Code

Comment

Do not plan 25 years to complete service lines to Snohomish County, Ballard and the Eastside ALL of it should be done in 5 years maximum. The technology changes that will happen in 25 years, the population increases and so many more factors will contribute to the current plan being obsolete before it is even completed, with a 25 year timeline. Get it done, do it now, do it quickly. It's obvious it can be done - look at the UW station. Look at rail in Tacoma. Just do it.

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Comment

ST3 is essentially a Seattle mass transit measure, as can easily be seen by the dollars allocated per citizen. If this does not change, I will be voting and supporting the NO campaign.

West Seattle population is roughly 58k -- \$2 Billion allocated
Ballard population is roughly 42k -- \$5 Billion allocated

Where as Eastside locations:

Kirkland 85k -- \$700 Million
Renton 97k -- \$700 Million

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
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Comment Source
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Zip Code

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Hi ST!

Would you please resend the email that went out early the morninof April 18th regarding the locations of the ST3 presentations? It had the subject "Sound Transit Reminder" and had a survey plus dates. I pulled up my email and the links bri g me to a servor error page. I am sure it is on my end. So I am sure I won't figure it out.

Thank you! My address is in the cc:

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Comment Source
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Zip Code

Comment

The light rails look good, assuming limited environmental impact. What's the process to request incremental bus lines? There used to be a route down Juanita Drive NE (935) in Bothel/Kirkland that is necessary to relieve some of the traffic we're seeing on that road since the 520 moved to a toll bridge. We need that link to Totem Lake, Kirkland, etc. Thanks

Comment Date
04/27/2016

Comment Source
Email

Zip Code

Comment

27 April 2016

Dear Sound Transit;

[Name] here. Being I have some schedule conflicts meaning I can't attend tomorrow, I'm making a very formal ST3 comment in text that can be read as my handwriting sometimes dissolves into hieroglyphics. I also was high on Adrenalin last Monday night trying to find friends & acquaintances with 1 good eye and help #WhiteOut the arena.

As such I'm going to share what my speech would have been...

I believe fundamentally Sound Transit is the Seattle Seahawks of mass transit. An inspiration to all of us. Just ask your Pete Carroll of a CEO in Peter Rogoff and your Russell Wilson in Karen Kitsis about all the white shirts that became a #WhiteOut for transit when the ST3 crew came to see us Northerners.

In that vein as the top transit advocate for Paine Field, let me remind you politely Paine Field is more than just Boeing. There are four museums all around Paine Field. Plus flight schools and a substantial general aviation community. Plus many other industrial centers. Light rail simply cannot serve ALL of Paine Field's destinations, but all of Paine Field's destinations continue to pay into Sound Transit.

N-02cmod + BRT of light rail up I-5 and BRT loop for Paine Field is probably the best outcome we're going to get. But this proposal is like Karen Kitsis taking a pass and sending it to Daryl Wendle like her hero Russell Wilson throwing the ball to Jermaine Kearse in overtime... that's what N-02cmod + BRT is. Unless that is, any of your Snohomish Boardmembers would like to be a transit planner for a day or take over as CEO of Sound Transit... I doubt it.

N-02cmod + BRT is our overtime touchdown pass for "We the North". Great moments are born from great opportunity and great preparation as separation is in the preparation.

Also, I also have a deep concern and I want to be delicate about this but in the past four months two women I greatly respected - one a transit planner I was working with in the North by Northwest, another an Olympia journalist - are leaving the state because their husbands' work came first and sledge-hammered their professional dreams. Institutional memory has also taken a big hit in both cases. This is an economic reality that can sledgehammer communities and G*d forbid Sound Transit, the Seattle Seahawks of transit.

Let me put my call to action to pay your staff amply in ST3 this way: I remember I was on the \$ounder North when I heard Russell Wilson got signed by the Seattle Seahawks to a multi-year deal and the joy we 12s felt on the train car. Among the transit advocacy community the reaction would be the same for a lot of your leadership and certainly was when you signed as CEO Peter Rogoff. Your staffers represent us transit advocates on the field the way the Seahawks represent us 12s at CenturyLink! Please pay 'em in ST3 like the champs they are so Sound Transit's got a championship team for a long time... OK?

My final thought is you guys at Sound Transit now inspire the rest of the Puget Sound. I want my North by Northwest region of Whatcom-Skagit-Island to be more like you. Heck I even am having FTD send a special ST3 comment down to the Sound Transit planning office tomorrow to thank 'em all for the light rail & BRT save... and to make sure the North's polite request for light rail to Everett is loud enough ;-).

We the True North just wanna win together in ST3!

That's the speech..

Respectfully;

[name]

Skagit County

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

[email]

P.S. One last thing regarding Alex Zimmermann... last month I let you know what I thought of him. Let's just say when you write your state legislative requests you need Open Public Meetings Act model rules so you can have guidance how to deal with the bullies silencing the civil, patriotic majority. I know the ambiguity around the Open Public Meetings Act & public comment is causing issues in at least Island County too...

Sound Transit 3 - Draft System Plan
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Comment Date
04/27/2016

Comment Source
Email

Zip Code

Comment

There is no downside to locating a station at 130th in Seattle. It does not add significant time to the commute, it equalizes traffic congestion at nearby stations, and serves a significant population of low income and older adults. Please put this provisional station on the list of viable stations to build.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
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Comment Source
Email

Zip Code

Comment

Sadly, this won't help me from getting stuck in traffic. However, it will definitely increase my taxes. It's not "sexy" but is there any way you could improve our current roads? Increase their size as opposed to "road diets", fill potholes correctly, place bus stops farther away from intersections, give pedestrians who are impeding traffic and illegally walking against "do not cross" signs big fat tickets?

Sound Transit 3 - Draft System Plan
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Comment

Parking??

Sound Transit 3 - Draft System Plan
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Comment Date	Public Meeting Comment
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Comment Source	Zip Code

Comment

No transit on the CRC - belongs on 405.

Comment Date
04/27/2016

Comment Source
ST3 Web Form

Zip Code

Comment

Not one of your open houses is within easy reach of our home on Spanaway Lake. We would have no options available except to drive to these locations; the bus service will never get us to any of the open houses, nor will it bring us home within a reasonable time.

We don't live in or near Seattle; we don't live in or near West Seattle, Redmond or Federal Way; and we are very far from Redmond or Federal Way. This is why we don't use bus service: It doesn't do anything that would be helpful to us, so we drive our cars [two cars and a pickup truck].

Comment Date
04/27/2016

Comment Source
ST3 Web Form

Zip Code

Comment

Dear Sound Transit Board -

I strongly support the following points/provisions:

- Light rail routes with the highest projected ridership need to open sooner: Downtown to Ballard, for example, is slated to open in 2038 (22 years from now!).

- Prioritize new stations in places walkable neighborhoods can thrive: Graham Street Station in Southeast Seattle wouldn't open until 2036, and funds for building a 130th Street Station in North Seattle aren't included at all in this package. Both need to be built much sooner. Choosing route alignments like Highway 99 (instead of I-5) will also allow for more walkable neighborhoods in the future.

- Include more routes linking key activity centers: The University of Washington to Ballard and the West Seattle to Burien routes (not included as projects except for study) should be accelerated as much as possible, along with a Bellevue - Kirkland light rail or electric bus line. The Tacoma light rail extension to Tacoma Community College should be accelerated as well.

In addition to these location-specific issues, some issues need to be further addressed in Sound Transit's package:

- Investing in communities: This proposal doesn't go far enough in investing in communities adjacent to transit. Sound Transit can do more to make it easy for affordable housing to be built near light rail, as well as providing improvements to biking, transit, and walking access to stations.

- All parking near stations needs to be priced, and built cost-effectively: By right-sizing parking facilities and not building costly parking garages, Sound Transit would save money for transit investments. Pricing the parking that's built will help ensure that stations are sustainable and climate-friendly.

I will support a proposal that includes most, if not all, of the above provisions.

Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
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Comment

There was no place to take a survey. I rode the train and light rail and the bus yesterday. On the train and light rail there is not enough designated room for bicycle. Or even for luggage for going to the airport. This is a design mistake.

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Zip Code

Comment

I can't go to a movie at night. If you can't have an officer in every transit center. How about 24 hour manned security video monitoring.? Also emergency police contact boxes.

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Comment Source
Email

Zip Code

Comment

I just completed the ST3 online survey, but when I came to the end, the "finish survey" button was greyed out, and I could not submit my input.

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Comment Source
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Zip Code

Comment

There are no bathrooms in the link stations. Do you realize the problems that will follow?? What are you thinking??

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Email

Zip Code

Comment

A quick comment:

The most infuriating aspect of getting around town Out of commuting is travel on the East-West axis. Magnolia and Ballard versus Capitol Hill/Madrona and the U.District, respectively.

Can it be true that there is NO plan to address this? Imagine a tunnel through Phinney Ridge! Imagine the same for Capitol Hill, with an elevated train emerging on either side. Brilliant!

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Zip Code

Comment

Like you people care what we think. Your President said the debate is over. Sound Transit is going north south east and west. You don't give a crap what we the taxpayers say, you are doing whatever you want anyway. Massively over budget and extremely late on every project. And you have the idiot in the media reading your full of lies [explicit word] press releases on TV. Good job.

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The existing taxes for phases I and II continue (in King County about 1 cent sales tax, plus car tab fees). This phase 3 adds to those existing tax, almost doubling the sales tax component and tripling the car tab fees and adding a property tax.

Sound Transit fixed rail is costing tax payer too much over a time line that way too long – using tax dollars to developing a system that will be obsolete when completed. Spending billions of dollars for a fixed infrastructure that will not increase ridership in a meaningful way – primarily this system is just moving riders from bus to fixed rail.

With the speed of new technologies, this system is too costly and not flexible enough - and will not adequately deal with our need as our population increases. I think we would be better off to put the money into more flexible options, such as additional buses, especially smaller busses and more of them, that can get into neighborhoods and take smaller groups of folks to where they need to go. Additionally, we need more 'hubs' where express bus lines can run into city centers.

And, with auto driving cars coming – and probably auto driving people movers – we need a system that can travel on our roads. And we need those in charge to deal with the reality that we will need additional lanes on our freeways – and money being dumped into Sound Transit is taking precious tax payer dollars away from what could be used for transportation budget to improve our roads and bridges.

Car pool lanes for 2+ should be the standard – as that has been proven to take a car off the street. At 3 per car, you put more cars on the street. And tolling should end on I405 – as it's hitting the low and middle class the hardest.

I will be voting no on the ballot measure in November.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/28/2016

Comment Source
Email

Zip Code

Comment

Hi ST3,
Any chance you can share with me who printed your t-shirts? The quality is great and I'm in search of a printer.
Thanks for this and all you are doing to improve transit here in the PNW

Sound Transit 3 - Draft System Plan
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Comment Date
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Comment Source
Email

Zip Code

Comment

I prefer the West is Bestoption (along Interbay away from 15th and surface vehicular traffic). I also urge that the line continue along Market and 50th St to the U.W. campus or along 80th St to the Roosevelt or Northgate station where a transfer to the UW line is possible.

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Comment

I'm not voting for this. I don't want to pay for something I will never see.

Sound Transit 3 - Draft System Plan
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Comment Source
Email

Zip Code

Comment

WE NEED MORE PARKING AT THE STATIONS AND LONGER TRAINS SO WE DON'T HAVE TO STAND THE ENTIRE WAY. We have tried to use the lite rail several times, driving from Puyallup to the station just north of Sea-Tac only to find that there was no place to park our car. Using the Sounder has similar problems. Unless you catch one of the first 2 trains in the AM at the Puyallup station there is no place to park your car. If you get on in Sumner you will likely stand all the way to Seattle. We have taken the Sounder to Seahawk games getting on in Puyallup and had to stand the entire way. I would also like a later Sounder train going into Seattle, so we could enjoy Seattle without getting up at the crack of dawn. About 10AM would be perfect

Comment Date
04/28/2016

Comment Source
Email

Zip Code

Comment

I just completed the ST survey - I felt it didn't really address the issue of congestion, as much as it seemed to be asking voters to pre-approve carte blanche masses of money and accept tax burdens that may or may not provide them with any real benefit.

I strongly believe that ALL forms of transit in the Puget Sound area ALREADY have masses of money, and need to RID

themselves (especially METRO) of EXPENSIVE LAYERS of affirmative action middle management. They need to RID themselves of UNIONS

that retard the ability of the transit companies to retain effective employees and dump the rest.

ESPECIALLY METRO - NEEDS TO ENSURE THAT TRANSIT RIDERS ARE PAYING FOR THEIR TRANSIT!!!!

Every single time I ride the bus (usually to go downtown from Wedgwood) I see numerous passengers who are allowed onto the bus without paying a fare - ESPECIALLY STUDENTS

and bums - many of whom are 'frequent flyers', and now feel entitled to free transit.

I am THE MOST INCENSED at the plan of the current Seattle Mayor and City Council attempting to make all of Seattle a ONE LANE TOWN - when it is clearly NOT!

INSTEAD OF TAKING AWAY HALF THE LANES OF MAJOR ARTERIAL STREETS FOR A FEW BIKE RIDERS THE EMPHASIS SHOULD BE ON

SEPERATING BIKE AND VEHICULAR TRAFFIC ROUTES - ONE - NOT THREE - TRANSIT SYSTEMS NEED TO BE CREATED AVOIDING THE DUPLICATION AND

EXCESSIVE WASTE AND COSTS OF MAINTAINING COMPETING AND NON-EFFICIENTLY-INTEGRATING SYSTEMS.

The reason we all use our cars is that it's impossible to utilize the current jury-rigged system in a time and logistically efficient manner to get anything done,

and the price just keeps going up.

WHAT ABOUT THE IDEA OF RESTRICTING GROWTH????????? About encouraging and giving huge incentives to large businesses with significant numbers of workers

to provide their workers with flexibility in work times and subsidized - incentivized costs to get their workers to the job utilizing public transit??? Instead of taxing

everyone endlessly - learn to live within a budget!!!!

Even the Sounder train can't be reliable because of numerous 'landslides' that obstruct the tracks every few months!!!

AND FORGET busses on the shoulders! OPEN UP THE CURRENT TOLL LANES ON 405 AND LET TRAFIC FLOW!!!

Sound Transit 3 - Draft System Plan
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Comment Source
Email

Zip Code

Comment

Do not need more trains

Sound Transit 3 - Draft System Plan
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Comment Source
Email

Zip Code

Comment

Build up Seattle skyline further East, South and West (harbor island/georgetown)
MOVE all single family residence off capitol hill and beacon hill from 23rd Ave. N. to Denny and South to the viaduct/georgetown and west to harbor island.
ADD lanes to I-5 expanded in city boundaries only
REPLACE old ferries, build bullet train from seattle to new york and seattle to LA
REDEVELOP old single family residences into multi-family residence further North (Aurora corridor)
South and EAST. we don't need old structure family dwellings to clog up the system of repairs in our plumbing/electric/fiber-optic wi-fi infrastructure and costly overhead. bring back affordable living with Microsoft innovations.

Sound Transit 3 - Draft System Plan
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Comment

Please do the #Tunnell to Ballard and the #WestisBest route to interbay, as that is clearly the best choice for all of us, and needed earlier than the options.

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5th Ave W is always just crawling during commutes. On Monday April 18th, when the Ballard Bridge malfunctioned and was closed for 1½ hours, the entire Ballard, Interbay, and Queen Anne communities were frozen for about three hours until the backups eased. These communities cannot handle losing two lanes of 15th Ave W to be dedicated for rail.

The expected ridership in the downtown-Ballard route is the highest of any sub-area in the Sound Transit region. Our communities deserve infrastructure investments sooner rather than later to meet the demands of our area.

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Zip Code

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Thank you for asking my opinion;

I will simply tell you that based on the past performance of Seattle's government and Sound Transit on project cost and adherence to schedule I'd be hard pressed to trust any of you to pick up a Sunday paper and deliver it on time. You waste billions and 10 year schedules turn into 20 or 30 schedules and the original promises are still unfulfilled. The you simply say it's time for a reset on cost and schedule then go to the media and say LOOK AT US, WE'RE UNDER BUDGET AND AHEAD OF SCHEDULE. NOW WE NEED MORE MONEY TO CONTINUE OUR RIPE OFF THE TAX PAYERS. Let me ask you this, is a Seattle home owner that's behind on property taxes or has numerous parking tickets able to call time out, I'm declaring a reset and I'm on budget and everything in the past is forgiven?

For those of us that have been here for 60 plus years know the history and we have learned your promises are empty. I was born in Seattle, a city I used to love and visited on a regular basis, not anymore. In my estimation Seattle's politicians have driven the city into the ground, it smells like and out house, it's cover in blue tarps, and the tax payers are at physical risk because you have tied the hands of SPD. Most certainly there are people on the streets that would jump at the chance for a new start, would gladly do whatever was required to get a hand up. Unfortunately your more interested in protecting drug dealers, drug addicts, and putting up tent cities as far away from your personal homes as possible, you the politicians of Seattle are the ultimate NIMBY'S.

Again thanks for asking, no doubt you will take my comments into consideration and publish them.

Sound Transit 3 - Draft System Plan
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Comment Date
04/28/2016

Comment Source
Email

Zip Code

Comment

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to at least \$500 million dollars. This is possible by:

- * Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- * Increasing non-motorized access allowances in individual projects.
- * Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area
- * Set aside station property for transit related development, including housing. Transit budgets should not support suburban and ex-urban sprawl.
- * Busses and trains should be bicycle friendly
- * Bus stops, train stations and park & ride facilities should consider bicycle and pedestrian access more comprehensively -- particularly to accommodate families who bike together, and bicyclists who ride cargo bikes

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Sincerely,
[name]

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
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Comment Source
Email

Zip Code

Comment

I want a [TunnelToBallard](#) and the [WestIsBest](#) route in Interbay

Sound Transit 3 - Draft System Plan
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Comment Date
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Comment Source
Email

Zip Code

Comment

On Link Light Rail – Suggestion – I notice at the Tukwila Station, the area blocked off by the elevators, designated for “handicapped” parking is being used by able-bodied people who are using their handicapped elderly relatives permit to hang in their big SUV’s. I have watched them leap out of their vehicles in their high heels and run to the elevator to catch their train and there is nothing handicapped about them. Security can be standing right there and no attention is paid. Very disturbing.

I would also like to suggest that when the parking permits come available for purchase, you should be able to designate the numbered parking stall you would like to have AND more importantly, not limit it to people who car pool. Most people who have to go to work early in the morning downtown or off to school, cannot carpool, because we come from a lot of different areas and can’t gather up someone to ride with us at 5 am in the morning.

Sound Transit 3 - Draft System Plan
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Comment Source
Email

Zip Code

Comment

Unclear how link is going to service Ballard / West Seattle/Redmond/Issaquah. All separate lines? 1 line makes no sense. Also: abysmal lack of East/West transit in N Seattle! (Ballard to U District, Greenwood to Wedgewood.) Overall I feel positive about the long range plan and Metro's focus on including the most transitly-disfranchised areas in the county. However, the interim solution for connecting our neighborhoods to light rail are appalling. Cutting so much service heading north out of the U District was inappropriately preemptive. Working people cannot rely on Metro. I am constantly late to work because my bus is standing room full: I have to walk to a different stop to catch another bus. All this running around adds to commute time. It makes sense to cut routes, but there isnt enough service on the lines that still exist. Your increased Link ridership statistics are idiotic. Of course there's a huge increase! You cut over 40 bus routes the people would be taking instead of light rail. Those people arent just going to disappear because the bus routes have.

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Comment

Tactile wayfinding needs to be functional for blind riders Street level light rail - question safety and data collected regarding collisions injuries on MLK. How are risks being mitigated? Incentives for car free living in high density buildings near link stations and transit homes. I support minimal parking because we need to move away from cars but neighbors were worried about cars on street if unlimited cars move in to newly dense residential neighborhoods.

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Please rectify shortcomings in the current system express bus service needs to be restored between the University District (west of UW campus) and downtown. We can't wait until 2021 when the next link light rail station opens.

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Rely fully and real-time schedule/arrival data is absolutely critical. Current data is mediocre delays and bunching make riding many lines a cruel game of Russian roulette

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Comment

I believe the 17/18 buses that were rerouted off of first Avenue due to construction issues, but why reroute the 120 bus which used to go to Bell and 2nd. Now it stops at Virginia and goes up to Blanchard but does not stop. We need more routes on 1st and 2nd Avenue please.

Comment Date
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Comment Source
Email

Zip Code

Comment

At 40 mph, how many buses can pass a designated spot, like crossing the Aurora bridge? 3060 Buses or 134,000 commuters. Sacre Bleu, how can this be! Well...

Each bus can carry 44 passengers and 68' including interval spacing.

[table]

If each traffic lane can move 134,640 commuters each rush hour, then going back to the old reversible lane idea and using three lanes for rush hour. That's nearly 404,000 commuters that can be moved each rush hour on just the northern Marysville/Seattle route. Now a very smart guy whose name I won't mention, reminded me that you can't just run buses straight down the road. That there will be slowdowns such as crossing lights. So this means that three lanes or 403,920 would need to be revised downward by say 30%

$403,920 \times .70 = 282,755$

The Northern highway 99 bus only route could move 564,000 commuters per day.

If this idea was extended to a Tacoma/Seattle route (+ inefficiencies, truck traffic), and the highway 520 corridor out to fall city (just two center lanes) somewhere around 500,000 commuters could be moved each rush hour. So just to be clear I'm saying that every day bus only routes from the north/south/east could accommodate 1 million commuters. That's right 1 million!

Sound Transit 3 - Draft System Plan
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You have done very impressive work! I'm particularly happy that you are paying attention to schedule reliability when proposing a frequent network plan. 15 minute scheduled service is useless when it means to bunched buses every 30 minutes! I didn't get a clear answer when I asked whether Metro has performed a study to quantify the various sources of schedule delay (e.g. Traffic lights, inability to pull away from stop, boarding disabled writers, people digging for correct change, people having to wait to board at the front door for hordes of people to exit, prospective passengers requiring tons of consultations with the driver before boarding, etc.) That would appear to be necessary to determine where to spend limited resources wisely on reliability improvements.

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Need to connect more east and west communities to link: magnolia, Queen Anne, West Seattle, Ballard, shoreline, Edmonds.

Timeline needs to be shorter especially for greater Seattle Area where mobility is limited by congestion already

Municipalities, State, Federal, and private funding for regional transportation system must be elevated as a priority and pursued. Permits expedited is a start. We need a regional transportation funding plan.

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I have a concern regarding the cross Kirkland corridor. I know that the current draft calls for just an environmental study. I also know the Kirkland city Council has backed away from all previous requests and is now asking for light rail with flexibility. I have been assured that projects are set and cannot be changed once they are set for the ballot measure. With flexibility sounds like a loophole to allow anything at sometime in the future. Please ignore the city council and stay with the environmental study. Or better yet, drop all considerations of HCT on the CKC.

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I don't like dogs on the bus, especially dangerous dogs in the aisle.

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The proposed increase in parking slots in Redmond from 1500 existing to 1850 total at completion is insufficient. The 1500 stalls spread even over four lots- two in Redmond and two at Microsoft are always full all day long. 350 additional spots are not enough to accommodate increased ridership you are predicting.

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Delay the vote on ST3 until 2020

April 28 ST3 Open House Seattle

Do the planning process the present and future. Coordinate with KC Metro, private rideshare and car companies and most of all WSDOT. Stop thiking light rail expansion is necessary to solve the problem. Sound Transit is rushing ahead to place ST3, a multibillion dollar proposal on the fall of 2016 ballot, Time to coincide with the general election. The regional plan vision 2040, On which ST3 is based, does not include technological changes to the vehicle fleet over the planning period. Human drivers will no longer be necessary. As a result, the vehicles of the future will allow increases in roadway capacities by factors of six or more. Urban areas will be the first to see increased capacity and reduced congestion as the fleet evolves and accidents are reduced by 80%. There will be little need for parking at destinations. Crash avoidance is mandated on all cars by 2022. USDOT has set a target for driverless cars on the road by 2025. Car companies are seeking to introduce driverless cars in the rideshare urban markets by 2022 or as soon as regulations allow. KC METRO has a good start. Create a system where owning a car is an option.

Why should the region spend billions of taxpayer dollars on a rail system that could be done by BRT on existing freeways and last mile solutions. The new transportation system must reflect the reality of the future.

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Regarding longer range light-rail, a third track should be built to create express service for rush hours. So a third track should be built between Kent Des Moines and Tacoma Dome, and a third track should be built between Everett and Northgate. There should also be express stops as well between the locations.

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The cost of this project top to bottom is so far above reality it's amazing.
You lie to use about what you have done in the past and we are to believe you now?
I own a small business. Most of us in small business get paid with whats left. Sometime there is nothing left at payday. Businesses like mine with one owner with property & vehicle own by the business will be paying above minimum of double the average Joe working for whoever. Probably will be much more than triple everyone else.

Sound Transit 3 - Draft System Plan
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I appreciate your effort and skills in presenting & handling the meetings. Though the system will not serve me while I am young enough to use it, I will vote for it in the interest of improving our region. Thank you for continuing your energy & service.

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Please rectify failings in current system. Route 512 northbound does nto stop at 45th NE between 2:30 and 7pm. My household has four people who would use this route. Consider how many riders commute between downtown and 45th in the late afternoon and early evening.

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Stop this foolhardy Sound Transit 3 proposal. Instead work with metro and other county service providers in expanding "rapid ride" services to meet the current and future transportation needs of the Puget Sound at a fraction of the cost of ST3 and in a very short time frame (within 5 years). Let's use common sense and make the Puget Sound the envy of this great country!

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Please stay the course with only an environmental study of the Cross Kirkland Corridor

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I grew up in the largest metro area in the US. It would have been inconceivable if I took the Long Island Railroad into NYC, And then found that the train system wasn't complete—that it didn't take me to all areas. In all the cities we lived in (London, NYC, SF), the city core transit system was completed first, and of the suburbs were added later. You are frankly the cart before the horse. The Ballard and West Seattle roots should be given higher priority than the east side. Swap those completion dates and finish the Seattle core first. Prioritize correctly.

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Please improve the fire bus stops north E. 45th St. and North East 145th along I-5. these are old and decrepit and frankly embarrassing. At SB stop at 45th, riders exiting the rear door of an entire bus stop into the side of a parked car.

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Necessity -> Invention-> Grandiose idea ->workable solution-> committment ->modest results ->success

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Metro does/provides a satisfactory service in downtown Seattle. Metro needs to improve its service throughout Seattle and King County. Rapid ride has been an excellent added service which needs to be expanded throughout metro's entire service. Rapid ride is a far superior service than sound transit light rail that can be implemented now and at a fraction of the cost of sound transit's proposed light rail system. Do the right thing for the citizens and residents of King County and the millions of visitors that come to our region!

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I used to live in Federal Way but had to move and could not sell my condo at that time. I have lost track of where this project is and where it is going. What is going to happen to the Redondo Condos on the corner of [address] and when?

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Dear Sound Transit Board Members,
Seattle Subway thanks the board for proposing a transit package that meets the scale of the need in the Central Puget Sound region. As an advocacy group favoring robust, high quality, high capacity transit investments throughout the three-county metropolitan area, we also appreciate the opportunity to provide feedback on the ST3 draft plan. In addition to our support of the principles of the Transit Access Stakeholders group to which we are a party, we wanted to provide additional emphasis on the following issues:

PRINCIPLES

- * Grade separation in urban areas is essential
- * Collaboration to reduce timelines as much as possible is critical (involves Sound Transit, action by cities before the vote and community group support)
- * Regional infrastructure should be funded regionally
- * Plan for the future, and study appropriately to help the future arrive more quickly
- * Embrace reliable community partners
- * Win!

SPECIFIC COMMENTS

- * **Regional Infrastructure:** We should recognize that both Downtown Subway Tunnels will be regional assets. Reliability challenges, left unaddressed, will have impacts on the entire system. Train delays in the Interbay section will have direct impacts all along the Ballard to Tacoma line. Interruptions on this line during rush hour will also push overwhelming crowds—up to 100,000 daily riders—into the existing tunnel that serves Everett, Lynnwood, West Seattle and Bellevue/Redmond as riders crowd just one downtown subway tunnel. This points us to a key fact: the second tunnel in downtown Seattle is a regional asset, just as the original DSTT [https://en.wikipedia.org/wiki/Downtown_Seattle_Transit_Tunnel] is (which was built and funded by King County voters [http://www.historylink.org/index.cfm?DisplayPage=output.cfm_file_id=2700] in the 1980s for \$455 million). Resourcing the tunnel as a regional asset can ensure funding available to resolve reliability issues north of the tunnel that will affect the entire system if left unaddressed.
- * **Improving Timelines:** We know Sound Transit staff are working to reduce timelines as much as reasonably possible. We note the following:
 - * Ballard-SLU-Downtown is the highest ridership line in the region. Every effort must be made to get the delivery timeline without reducing quality.
 - * Snohomish County residents have disapproved of the timeline to Everett. Their hunger for light rail immediately can be satisfied with building direct to Everett, providing initial BRT on the Paine Field loop, and constructing light rail from the spine to Paine Field at a later date. That said, an Everett alignment West of I-5 is preferable to best serve transit dependent communities. A freeway alignment has long term costs, undermining Everett's potential as a thriving city more than the short term construction impacts of construction near denser, walkable areas where people actually live and work.
 - * **City Efforts.** Sound Transit should outline specific actions that cities can take to speed delivery of projects by up to three years. If cities clamoring for light rail take action prior to June to maximize these timeline savings, then the delivery timelines of projects can reflect accordingly. Tacoma, Everett, Seattle and Issaquah all have the opportunity to make a difference here.

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- * New Stations. While full light rail lines take time to construct, infill stations should be an early deliverable. With this in mind, Graham St station should be built much earlier and the construction of 130th St station should be guaranteed and delivered as soon after Lynnwood Link is finished as possible.
 - * Grade Separation: The Ballard-SLU-Downtown line will be one of the highest ridership lines in America, with half the ridership in the downtown core coming from across the region. Sufficient funding for grade separation through Interbay is essential, otherwise reliability for Tacoma, Federal Way, SeaTac and the downtown core will be seriously affected. That would be a bad outcome for the entire region.
 - * Plan for the future. We can ensure the wait for transit is even less in the future if we do the following now:
 - * EIS study and provisional status of light rail for Ballard to UW and West Seattle to Burien. Limited spending here shaves 6 years off a future construction timelines. Additionally, given that Sound Transit projects in 2016 are coming in \$240 million under budget and the FTA has granted double our expected funding for Lynnwood, we should have an executable plan to efficiently use unanticipated funding. On a package of this size, cost savings could contribute to line extensions to Burien and Crosstown in North Seattle.
 - * Alternatives Analysis on Ballard-Crown Hill-Greenwood-Phinney-Northgate-Lake City. This line serves transit dependent communities in North Seattle and the study can be completed at low cost.
 - * Alternatives Analysis on "Metro 8" serving Belltown-SLU-Capitol Hill-Central District-Judkins Park-Mt Baker. This line connects transit dependent communities in the Central District and also connects region's highest density neighborhoods.
 - * Future-proof Stations for Continued Growth. ST3 will not be the last transit expansion in the Seattle area. Stations should be funded to be built with an eye for future expandability. For example, funding should be sufficient to allow a Ballard station to be expandable both East and North, as the City of Seattle has requested.
 - * Embrace Reliable Community Partners. We support expansion of the light rail system to Issaquah, partly because reliable partners are essential to building robust system. Cities and Sound Transit (as noted above) must work together to serve the public interest. While some cities hold transit hostage, others embrace best urbanist principles in planning and in code, and do so in collaboration with regional entities. Issaquah and Redmond are examples of this latter group. Their willingness to work with and for transit will produce the best possible outcomes for the region all while reducing costs to do so. We hope Tacoma, Seattle and Everett also bring the same embrace of best practices to expedite delivery of light rail, maximize quality TOD opportunities, and continue to build the dense, walkable, accessible communities that should surround such an important transit investment.
- We are excited for what is possible as part of this robust transit expansion package. We look forward to the impact this has on both economic development and quality of life in great communities from Tacoma to Everett to Redmond and Issaquah, and in Seattle itself. The board has attempted to meet the depth of the challenge our region faces when it comes to transportation. We expect the board will succeed in making many of these improvements that will improve likelihood of passage of such an important measure.

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I am an avid user and proponent of mass transit. However, I will be voting against SoundTransit3 in November.

I do not think transit is properly managed or funded in this region. Case in point is the new extension of metro's Rapid Ride C line to South Lake Union. This new route is nearly identical to the now superfluous South Lake Union Trolley, affectionately known by Seattleites as the SLUT whose name is a case in mismanagement in its own right. The SLUT now appears to be nothing more than a costly, minimally used boondoggle serving only to increase Paul Allen's property values along South Lake Union. But the city is stuck with this wasteful project and its costs.

Also, going back to the first vote on light rail this project was woefully over budget and did not deliver its initial promise of a route from SeaTac airport to Northgate. The extension to Northgate had to be authorized by additional funding. To expect taxpayers to entrust SoundTransit with the necessary tens of billions of dollars to fund and complete SoundTransit3 is unrealistic given SoundTransit's demonstrated incompetence managing these mega projects.

Lastly, the gas tax should be raised to fund these projects. I am not a homeowner but when property taxes are raised landlords merely pass on these added costs to tenants further raising already stratospheric rents.

Thank you for your time.

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I am a transit rider and accessibility professional who has often been asked for input on projects when they are over 50% planned or long after completion.

My request is that SoundTransit seek guidance/input on accessibility from professionals and community members at all project phases. I would be happy to discuss this further at your convenience.

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This is one of the best and sane ideas I have learned about in a VERY long time. I live in the Interbay area and would heavily use this if available.

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If the closure of the Alaskan Way Viaduct isn't a wake up call for increased need for light rail expansion then I don't know what else could be shown. Please expand the light rail to Everett as soon as possible. Not 2041. Yes I would be willing to pay more in taxes and fees to support this as long as your agency uses that money specifically for the service and maintenance of it. Thank You.

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With a lot of people complaining that it will take a quarter century to realize the benefits of the ST3 pgm, I wonder if anyone at ST has thought of encouraging the local communities to chip in to meet local needs. It seems to me that ST ought to build the central spine of the Link network (which it is) and if the more outlying people really want to have service that connects them, then a Local Improvement District (or LID) might be a way of accelerating the arrival of service. Even if you dismiss this suggestion out of hand, you might publicize the fact that you considered it and thus show that ST is sincere in "leaving no stone unturned" in its effort to do its best for the region.

It also seems to me that ST should not try to build the most expensive and capable system, rather, develop the customer base and improve things as time goes on. That would satisfy a far greater portion of the public than doing a "gold plated" system from the get-go.

You asked for an opinion, for what it is worth!

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I just learned that you are able to also use 'employers head tax' as a funding stream - but ST3 proposal does not include that. Why? Wouldn't that make it easier to raise more money faster - so we can get things built sooner? Plus, I fear property owners are going to start saying no. Maybe at least spread the burden a bit - reduce what property owners will contribute, just a bit, and ask employers to chip in. Honestly, it's only fair - employers rely on transit to get workers to their jobs on time.

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I've spent considerable time studying the ST3 draft plan. I found it to be both cost-ineffective and incomplete. Here are several reasons why it should not be sent to voters:

1) It does not comply with regional transportation planning law (RCW 47.80.030, WAC 468-86-080) which requires a least-cost planning methodology. It rubber stamps a light rail system while ignoring other alternatives such as improving the current bus system and transportation demand management opportunities, both of which could provide more benefits faster and at less cost in a particular corridor and system-wide.

2) It totally ignores the technical advances in transportation now underway and that will greatly change patterns of personal mobility in the next 25 years. I'm referring to ridesharing (Uber, Lyft, CarToGo, etc.) and autonomous (driverless) vehicles. Where is the analysis of the impact of these innovations on mode choices?

3) It ignores the impact of another technical advance: the ubiquitous smart-phone. This device not only provides bus transit arrival times but also effectively lowers the time cost of transit riders who can conduct personal business and attend to other duties while riding.

4) It does not tell us how much traffic congestion will be reduced in project corridors and system-wide, which is the metric of most interest to auto commuters.

5) It makes no reference to global warming and the total carbon burned in transit system construction as well as transit use. Where is the complete carbon-footprint analysis for individual corridor projects and the total system?

6) It would increase local taxes that would compound the burden on low-income families who are already saddled with the nation's most regressive state and local tax system. Where is the analysis of how these families, and not just the average person, would be impacted by the proposed taxes?

Conclusion: With ST3, we have been presented with a plan for the previous century and not the one we are now in.

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Your Constitutents say NO on ST3.

Here's why:

- It's the 97% trip-commuters paying for the 3% trip-commuters
- A 20+ year promise?—too long—that's like a Ponzi scheme
- It punishes property tax payers, car owners and fixed-income groups every day with higher sales taxes and fees
- Rail is inflexible and permanent if we discover later that it's a mistake
- Buses are better, cheaper, more flexible, not permanent and we prefer them.
- We have little trust in overall WA transportation's historical and fiscal track record—the Bertha mess, the 520 pontoon fiascos, I-405 tolling scam etc.
- The ST Board is an unelected bureaucracy—we have no say—we can't vote them out as ST board members
- We don't have dense travel corridors like NYC and Chicago--“build it and they don't always come”
- Too many rosy promises, too many long-range hopeful assumptions, no current value received for huge and ongoing tax increases
- This tax is FOREVER—no ending date when the job's complete
- When we vote, we'll remember the elected officials who supported ST3.

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Thank you for having an open house on the Eastside as ST3 is a very important, expensive and broad proposal. I am a long time resident of Kirkland. Many questions were answered at the open house but I still had more questions that I was not able to ask your staff due to time limit constraints. Here are the questions that I would hope that you would be able to provide answers to.

1. Has an HCT study of light rail on I405 been considered? Shouldn't this be a first step BEFORE looking at other locations? It would be great to create a light rail spine on the Eastside, like I-5.
2. Has a stop at NE 70th Street off of I-405, instead of the very costly NE 85th Street station, been considered? There is an underused park and ride at that location and this location would allow for extended bus service to Google and Microsoft. If not, why not?
3. Has adding a BRT (Bus Rapid Transit) route similar to the 255 Metro route been considered to make that transit alternative more efficient during peak hours?
4. Given the extremely high capital cost and low ridership expectations, why is Sound Transit even considering the extension of light rail from Wilburton to S. Kirkland P&R?
5. How much is the environmental study going to cost? Wouldn't that money be better spent to enhance actual transit on existing roads and infrastructure?

I would support ST3 since you did not propose transit on the Trail in the draft plan and would hope that the final plan also does not include projects impacting the CKC Trail. Thank you for your time.

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Thank you for providing the opportunity to respond to the ST3 online survey. One significant component is missing from your public meeting schedule -- a meeting somewhere in the West Sound (Bremerton? Poulsbo?). Not only do many West Sounders use mass transit on the Seattle side, but many more will if it's expanded. No, we would not pay for it directly through your plan, but our voices are should be heard.

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Request is hereby made for the Expert Review Panel to inform all appointing authorities, forthrightly and promptly, as to its clear inability to fulfill its demanding statutory duties pursuant to RCW 81.104.100-110 -- as well as regarding its members' related oversized fiduciary obligations as to same -- as direct consequences of and otherwise due to (1) a completely absurd time-frame and totally irresponsible schedule being arbitrarily imposed on the Panel's crucial work by the junior taxing district's Board of Directors (for no purpose other than the anticipated political advantage of the General Election ballot in 2016 as discussed by Board members openly); and (2) senior Sound Transit staff's explicit refusals to supply quintessential financial-and-operational information requested by Panel members on February 9, 2016 explicitly (in apparent efforts by one-or-more Panel members to accommodate said absurdity and such irresponsibility).

While these factual realities are implicit in minutes for a rump conference call reportedly conducted on March 31, 2016 -- apparently without any public notice -- the John-Howell-speak presentation therein covers up, rather than conveying fully, much less clarifying helpfully, principal implications thereof vis-à-vis statutory duties and fiduciary obligations through the studied equivocation inherent within its paramount-but-attenuated revelation, namely: "The timing may be challenging for the panel to review the full Finance Plan before the [junior taxing district] Board has to make a final decision" (notwithstanding that neither can the Panel fulfill its central statutory responsibility necessary for any genuine "Independent system plan oversight" [RCW 81.104.100, emphasis added], nor can any panelist honor his or her own multiple fiduciary obligations devolving therefrom [under state decisional law here]).

For example, the multibillion-dollar hole knocked into the combined ST1-ST2-and-ST3 financial plan when the Honorable Curtis King, as Chair of the Washington State Senate Transportation Committee, declined to allow critical state legislation to move forward -- as legally required for the junior taxing district even to purport any lawful right to pay only 10-to-15 percent of full-and-fair market value by its own accounting for its planned rail uses of multibillion-dollar Interstate 5 and Interstate 90 highway facilities, as held in a state constitution trust on behalf of 5.6 million state motorists as trust beneficiaries pursuant to the 18th Amendment to our state constitution, after formal-but-futile testimony from the district's General Counsel at a public hearing on Senate Bill 6623 on February 3, 2016 -- cannot simply be just blinked away by the Panel: particularly after its own consultant repeatedly identified inadequacies in cost methodologies now being utilized for ST3 planning in respect to right-of-way purchases and in regard to other acquisitions of permissions necessary for non-highway rail uses of any state roadways (during its two days of meetings on February 8-9, 2016).

Likewise, the Expert Review Panel cannot gainsay the core fact that Sound Transit's own staff documented at the Citizen Oversight Panel meeting held on February 19, 2015 -- albeit withheld, apparently, from the state Panel and from its members thus far -- that ST3 plans would greatly increase bid costs for the junior taxing district by circa 20-to-30 percent because of inadequate heavy construction capacities at present within the central Puget Sound region to facilitate a much accelerated ST3 build-out therewith (as well as adding other billions of dollars to heavy construction expenses for the Washington State Department of Transportation, for school districts, for counties and for cities,

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regionally, if not statewide), certainly not based on the generic 50,000-foot overview provided by Brian McCartan last Tuesday (which lacked particulars afforded previously to the COP well over a year ago, and which was characterized by a highly experienced out-of-state Panel member then as little more than pretty colored graphics of a very rudimentary eyewash variety).

Nor can numerous other major financial matters be papered over in a final state Panel report in the slap-dash manner in view as a sleight-of-hand attempt thereat, near the conclusion of the February 9th meeting, in a completely superficial, indeed en passant, style possible only through disregard for Mike Morrison's multiple presentations on that and the previous day to the Panel that retained his expertise at taxpayers' expense so as to establish ST3's patent ROW-cost inadequacies thereby, as well as through dismissal of my oral testimony and further written submissions, along with that of other more knowledgeable members of the public at those sessions, including Honorable Dick Nelson's repeated presentations to the Panel in respect to the junior taxing district's failures as to its pivotal statutory "least cost planning methodology" duties both during February and also again last week (notwithstanding Dr. Nelson's generous offer, as the legislative father of statutory LCPM requirements, to supply a cost-free tutorial for any panelist with any real interest in ensuring actual compliance with state law pursuant to those ST3 planning functions squarely under the Panel's oversight and thus within its single established legal responsibility).

While I have not observed misfeasance by any of the out-of-state Panel members who attended and participated in Panel sessions on April 11-12, 2016, grotesque lacunae in fundamentals of integrity as evident then both in a local Panel member clearly suggesting, indeed squarely urging, that Sound Transit's management scapegoat the 64th Legislature for what he asserted to be major inadequacies in indisputable ST3 campaign activities (via Sound Transit staff's misappropriations of taxpayer funding heretofore), and also in a Chair thereafter suppressing a pivotal line of questioning (central to the Panel's essential oversight role), particularly when taken together, yield factual-and-legal circumstances such that and whereby any continued silence, in the face of such escalating misconduct, shall of patent legal necessity belong to and be owned by each-and-every Panel member who remains mute in a fashion thereby betraying its and their "Independent system plan oversight" duties in and through any final Panel report that would, thereby, substantially aid and significantly abet such and all other distortions of the paramount oversight process from any further shilling for ST3 hereafter by further misuses of public funds (contrary to the Panel's sole "oversight" function).

This is important because any additional attempts at a cover-up of major financial inadequacies in the manner evident upon February 9th, as well as suggested within the nominal minutes of a rump conference call on March 31st, shall necessarily result in litigation focused on misfeasance or worse by the Panel as a "oversight" body with no lawful role in its repeated advice to Sound Transit staff on ST3 campaign tactics by means of both its and also their statutorily prohibited misuses of public assets for campaign activities during recent Panel meetings, as well as by individual Panel members, including those who have not acted as shills to this date, but whose continuing silence hereafter would render each-and-every such panelist as an intentional confederate of, in and for obvious wrongdoing repeatedly in evidence since late 2015, if not before then, as now being driven by the present Chair, roughshod, as briefly referenced hereinabove, and as more fully indicated hereinbelow within correspondence provided to Panel members for basic informational purposes in hereafter evaluating whether to foster still more wrongdoing, with yet further silence in the face thereof, or whether to act to put a halt to it, through the now required action indicated squarely herein and requested directly hereby.

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In addition to breaches of oversized fiduciary obligations to derive from any-and-all further delays in acting forthrightly and promptly, more millions of taxpayer dollars would be wasted, thereby, beyond tens of millions of dollars in public monies already flushed down the drain by the Sound Transit Board's bum-rush processes solely to gain anticipated political advantage for the planned ST3 ballot measure -- with expected support from General Election-only voters during a presidential year -- for a clearly premature and patently inchoate tax-grab for no-less-than \$250 billion (if, but only if, Panel members will continue to play along with such increasingly gross wrongdoing through an increasingly egregious cover-up, if not yet worse, together with those who would scapegoat our state legislature and who have already clearly suppressed quite essential Panel inquiries).

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I fully support the plan and goals but urge faster implementation. 25 years is far too long to wait for the last light rail projects. Light rail should be the priority and I urge you to alter the plan to get all lines built out by 2030. Be bold, behind big, make it happen.

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I've been riding the bus from Bellevue to Seattle for 4 years now originating at the Overlake Park and Ride and ending at 5th and Pine (via 520). Coming home I catch it at 4th and Union.

In 2012 I would probably get a seat at least 50-60% of the time only because I figured out that if I arrived at the stop and got in line right before the 7:03 bus was due then I could let all the riders ahead of me get on the bus and then I would be first in line for the 7:13 which is the time I prefer. Even with getting to the stop 1 bus early... today, 4 years later, it's about 25% of the time that I might get a seat. Not only is it standing room only, but we are packed in like sardines in both directions. Luckily I get on early enough on my return trip to get a seat. I board anytime between 5:30 pm and 7:00 pm. Doesn't matter what time you board in either direction, the bus is packed in the AM and PM by the time it reaches 520.

It is also NOT unusual in either direction for the bus to be so full it just goes right by you and you have to wait for the next one!

It's absolutely ridiculous that we can't have more peak hour buses on this route! Riding the bus over the years has become an ordeal and extremely uncomfortable – I liken it to a Necessary Evil.

Thank you for taking the time to read this.

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'm hoping this email finds its way to the right people who support extending the Light Rail to the Eastside.

I'm a big fan of the Light Rail & am thrilled about the opening of the UW & Capitol Hill Stations. Traffic is an absolute nightmare in the Seattle Metropolitan area and will only continue to get worse each day. I didn't want to go to my local open house because I thought the traffic would be terrible, so that is why I am emailing.

Please consider the following:

Extend the Light Rail to Sammamish! The current Sammamish City Council Members are delusional and actually think there is a direct bus to downtown Seattle from Sammamish. There definitely needs to be an easy public transportation option to and from the plateau. Currently one does not exist. It would be easy to connect Issaquah to Redmond via 228th in Sammamish. Please have geographers and urban planners look into this idea.

The city of Sammish doesn't even seem to be on the agenda for ST3. This is a mistake.

Also, to all the planners out there, you are not planning big enough. Please look at worldwide public transit options that are working. There needs to be a considerable amount of research conducted. To me, it just feels like there are people in a room saying, "Sure, this is a good idea." Please show the public the big data you will be using to support your theories. There needs to be a better level of transparency.

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Thank you for putting the Boeing Access Road Light Rail Station in the draft plan. I am writing you today to urge you to keep this station in the final plan that goes before the voters in November, 2016. Residents, employees, visitors and employers in this area have very limited and, in some cases, no ability to use public transportation in their daily commute. In fact, Allentown in Tukwila has no access to any form of public transportation. The area south of Seattle and Skyway to the east have little or no transit service. The light rail and commuter rail lines run directly through this area but don't stop in the designated urban center located at the Boeing Access Road.

This lack of access to public transportation creates hardships for employees, employers, residents, visitors, and students. The Museum of Flight analysis indicates that if a light rail station was at the Boeing Access Road their attendance would increase by twenty five percent. The business community and the public institutions have committed to a public/private partnership to fund a last mile shuttle which will greatly increase the number of riders using the Boeing Access Road Station.

Investing in the Boeing Access Road Light Rail Station is a very wise investment. Your agency's expert review panel says this station will serve nearly two million riders per year. Due to the low cost of operations and maintenance for this station the projected cost is only \$.85 per rider which is the lowest of all the projects contemplated in the proposed system. This means that this station is the most economically sustainable in the system. Building a light rail station at the Boeing Access Road will allow residents and employees the opportunity to use reliable public transit to get to work more quickly and safely. It will allow employers in the area the opportunity to offer their employees a reliable, safe and efficient way to get to work. It will allow students and visitors to this area an effective transportation option to get to school and to public agencies in this area. Investing in this station will bring more jobs and more businesses to this area which adjoins Seattle because employers, employees and residents want to live close to work in an area where there is good access to reliable, efficient, and timely public mass transit service.

In addition, I urge you to make sure that all stations include adequate parking, places to drop off and pick up light rail passengers. For many, cars are the only means to access light rail stations. If you don't provide adequate parking people who need cars will continue to drive all the way to work.

I hope that you will join almost two million people consisting of employees, residents, visitors, students, and employers who want access to an efficient, reliable, safe, and cost effective public transportation station at the Boeing Access Road. Thank you for your service and I hope you'll make it a very high priority to advance the delivery date of the Boeing Access Road Light Rail Station.

Comment Date
04/29/2016

Comment Source
Email

Zip Code

Comment

Quick comments on the ST3 plan

(1) Support early implementation of the Graham St LINK infill station. Waiting until 2036 is a bit too long.

(2) the NE 130th St Station should be built at the same time when the Lynnwood extension is being built. This would avoid construction conflicts after the line is open.

(3) Question the Boeing Access Road LINK Station if there is no connection with Sounder. This was supposed to be a joint station with a park and ride element and connection between the two modes.

(4) All Day Sounder service between Seattle and Tacoma (or S. Tacoma or Lakewood) is a must in the final plan. You can start initially by running a Sounder trip after an Amtrak train (shadow train) for off peak trips.

(5) LINK between Federal Way and Tacoma needs to be lower in priority. Extending Tacoma LINK to Tacoma Community College should be a higher priority.

(6) Everett LINK - Though not in the alternatives, prefer a routing via I-5 to SR-526, then Evergreen Way to Everett. A spur line from SR-526/Evergreen would serve Everett Boeing and perhaps Mukilteo in the future. Might look for empty land there for a future maintenance base there, which will justify the spur line faster. Also, design the terminus at Everett Station to allow for future extension to Everett Community College.

(7) Ballard LINK - Eventually a second tunnel will be needed, but for faster implementation, use existing tunnel and use the existing bus only spur to Convention Place Station and tunnel from CPS to SLU/Ballard. Still have my doubts that Interbay is the better routing vs. going via Fremont instead. Could try to extend the existing Seattle Center Monorail to Ballard via Interbay for fast implementation. Then use Light Rail for CBD-SLU-Fremont-Ballard (and the segment between Ballard and Fremont could also be used for a future Ballard-U. Dist LINK line).

Even if the bus spur is not used for a possible Ballard routing, please consider keeping it for extra train storage trackage and quick emergency access to DSTT (be sure to work with King County Metro to assure an easement when they sell Convention Place Station).

Finally, need to reduce the implementation time of LINK projects.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
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Comment Source
Email

Zip Code

Comment

Can you let me know when the Board meeting or other upcoming key meetings will take place. I want to support your plan. Thanks

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Comments Received (Not specified/Out of District)

Comment Date
04/29/2016

Comment Source
Email

Zip Code

Comment

I'm writing to express my support for and agreement with the comments submitted by the Seattle Subway group in response to the ST3 plan. While I agree with all the principles and specific comments they have made, I cannot emphasize enough how important I believe it is to make all efforts to decrease the time it will take to open the Ballard-SLU-Downtown line. As one who would make use of such a line daily were it available sooner, I am not wild about the prospect of paying higher tax for most of my adult life for the privilege of using this line only in retirement.

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Comment Date
04/29/2016

Comment Source
Mail

Zip Code

Comment

No more dollars for you!! Stop building [explicit] that does 0 to fix traffic! That's my voice! You guys are a complete joke.

Comment Date	Comment Source	Zip Code
04/29/2016	ST3 Web Form	98310

Comment

Let's break this package down of why this isn't the right one

- 1) It uses light rail in select areas where ridership isn't high
- 2) It goes where it shouldn't go
- 3) Timeframe is too long to get to places with effective ridership
- 4) It screws those who use Sounder and doesn't give them all day service
- 5) Very expensive
- 6) Uses PSRC data which doesn't reflect real world conditions (IMO)
- 7) Designed for politics not for congestion relief

So with light rail, Issaquah-Bellevue isn't much of a travel market and even performed poorly in Sound Transit studies. It then prioritizes this over a Ballard-Seattle line. I mean come on!

The City of Seattle decided SLU should be serviced via a stop at SR 99 and Harrison. There is nothing there except a freeway. If you are spending money on a subway, how about actually serving Belltown where there are residents already and go with the first lineup. In all reality, it needs to be grade separated the full way and able to be fully automated. These light rail vehicles with the varying floor heights limit space to be used by passengers standing and sitting. Canada Line vehicles to me are wide and bring both comfort and standing space to fit people in nicely without having to resort to NYC style vehicles. Without automation the line is limited to 4 minute frequencies.

Ballard-Seattle should be a full subway and it should be looked for to go toward Lake City in the future. I have a hard time finding how much a market Tacoma-SeaTac has but if they are expecting to replace the 594 which would be shorter during non-peak hours than light rail into downtown Seattle and force people off Sounder why would you want that kind of extension? Fife is the middle of a giant suburban sprawl and anything South of Federal Way makes little to no sense for light rail. Everett too, it extends it beyond its means just like BART for 3rd rail metro subway. These extensions to Everett and Tacoma are better served by what you see in Paris and Germany as RER and S-Bahn. <http://www.railway-technology.com/.../bombardier-twindexx-do.../> You could use something like this with more comfort and can travel at 230 km/h. Great for interlining with high speed trains. These could then service Marysville and DuPont without much effort and deliver a faster travel time than by driving during the entire peak period and maybe take a few minutes longer during off peak versus driving into downtown and finding parking.

Timeframe? 2038 for Ballard? 2033 West Seattle? The engineering needs to get started as soon as the package is past for the system to get to shovel turning by the time East Link is done. I can understand Redmond and Federal Way getting their extensions first but those should be under construction sooner versus later. Those are using ST 2 funds.

If you live along the Sounder South corridor, you quite literally get nothing. An extension to DuPont does not help the lack of all day frequency. That has been needed for a long time and should come around sooner versus later. Not having this in the wish list is beyond foolish. This won't help congestion down to JBLM if you only have 3 frequencies. Will people actually use it? Based on South Tacoma and Lakewood ridership I doubt it without more speed on the current Sounder service.

And to imagine you are adding on a .5% sales tax on top of 10% in Snohomish County, a .8% MVET and 25 cents per 1,000 assessed on property. That would be around \$75 per year for a 300k home. For all that taxing authority it amounts to almost \$400+ for the average family per year. There has to be results

earlier than 2030 for any sort of rail expansion let alone there needs to be useful rail expansion that does not require as much operations subsidies as the suburban extensions.

UW-Downtown should have been the first subway line just like DC did, then extended to Northgate, over to Bellevue, Lynnwood then Redmond to complete a Line 1, then South to SeaTac and Federal Way for Line 2. Ballard-West Seattle for Line 3 first Phase via Morgan Junction. Lake City extension after that. Aurora via SLU would have been my choice of Line 4 which could have gone via Line 1 to Issaquah. The 99 corridor is a dump and still looks like a dump. We have these corridors going on I-5 where ridership simply isn't going to be available and RapidRide is an abismal excuse for transit. Many believe A and E lines are too slow and a full on metro would provide benefits but many suburbs do not want to become "Seattle lite". If you at least upzone around the rails you could then keep housing prices stable throughout but preserving the "character" of the 99 corridor is like holding onto the 1970s.

\$1 billion on parking. Yes 65,000 per space. Those should be funded by parking passes if the lots are already filled. Make it pay for itself just like we have to for college parking passes. I would price it at around \$100 and lower per month. It would have to be cheaper than downtown plus cost of transit pass in order to pass the sniff test. Gas costs at \$2/gallon and an average 30 mile trip with a 30 MPG car would put it at around \$4/day plus wear and tear. If working. It is about \$10 per day to park in downtown Seattle on a monthly pass. Monthly \$5 pass is \$180. Divide that cost out on working days becomes a bit more difficult but it is about the same price of parking downtown. The cost needs to be less than parking and gas to downtown by at least 25%. Resources would need to be reallocated to bus service to Link, making the transit pass cost worth it even more.

What can I say though. I think there are many things in this plan where it needs to be a solid no vote. Lynnwood to Northgate doesn't benefit much through this. There needs to be a solid we can do much better than this as the plan is mediocre, doesn't service critical areas in a timely manner and continues the acceptance of mediocrity we expect from politicians.

To pile onto the Everett reasons.

- 1) If you look at industrial areas and transit ridership, they typically correlate to two times of day, shift changes. Only one shift would be able to take advantage of this given link will not run late at night due to maintenance needs. The reason rail transit is used at places like UW is because it feeds ridership all day long. Industrial areas typically do not have passenger rail connections because they are not all day destinations.
- 2) Even if you had a commercial airport at Paine Field, the Link line to SeaTac before UW and Capitol Hill was getting about 40,000 riders per day. Paine Field will never be as large as SeaTac unless you are able to convince the NIMBYs up there for a 2nd runway and even then you would require eminent domain for a 2nd runway. After seeing what happened here over in Kitsap County with just a mere suggestion of eminent domain, I would not tempt that one for an airport. Based on previous experience in Canada, airports do not generate that much ridership requiring a through rail line.
- 3) Those going to Boeing will still have to transfer to a bus or other shuttle, at that rate you could serve Paine Field and the area via the Swift II BRT that will be in place and add dedicated transit lanes and signal priority to ensure fast and frequent travel at a fraction of the cost while still serving Everett.
- 4) Honestly, should just have Link terminate at Lynnwood and build a brand new Sounder corridor along I-5 up to Everett with a 45 minute travel time guaranteed try to push for 35-40 minute express with the potential to extend to Marysville in the future (when they want to come into the RTD).
- 5) For all the parking that this serves the cost per rider becomes much greater than the current bus service. The Lynnwood extension would allow many commuter runs to terminate at Lynnwood and feed Link which the service hours and deadheads could be utilized as frequent connections to Link including express service during the meantime.

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I personally would not be voting for this plan even if you can get LRT 8 years sooner. It simply is a politically motivated plan and if Boeing wants a direct LRT line to Paine Field then they can pay for it out of their own profits. Sorry but this subsidization on the backs of taxpayers from other subareas to serve a corporation that cannot commit to job growth in this area is inappropriate.

In terms of the Ballard-Seattle line. Grade separation is a must or bust. We have seen what happens when lines are not grade separated and reliability of the system becomes hindered.

- 1) Grade crossings open up risks of vehicle collisions and inattentive drivers are not in short supply.
- 2) Frequency is limited as soon as grade crossings come in to every 6 minutes to avoid closing crossings frequently.
- 3) A drawbridge is vulnerable to an extended closure and we have seen what happens when a bridge closes and is stuck open for a long period of time.

Let alone skipping an already established neighborhood of Seattle seems foolhearty. There is already residential density in Belltown and would generate as much ridership if not more than SLU.

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Comment Date
04/30/2016

Comment Source
Email

Zip Code

Comment

The worst traffic on the state of wa is from Renton to 1-90. That area is also experiencing some of the most growth. Light rail for that area should be the highest priority. Why is it not even a choice?

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/30/2016

Comment Source
Email

Zip Code

Comment

build 130th st station!

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
04/30/2016

Comment Source
Email

Zip Code

Comment

I have been looking at your sales pitches and can't find any bus schedules.
Light rail is very expensive, not scaled when ridership is light and disrupts neighborhoods.
The politicians like it because of the construction jobs and they can say they have it. Also they can con the Dept of Transportation to give them massive loans even if the math is invalid.
Expresses buses and busways are cheaper and have more flexibility.
How much should taxpayers pay for commuters to have the privilege of driving to work alone?

Comment Date
04/30/2016

Comment Source
Email

Zip Code

Comment

Yes I would love to see light rail service to Issaquah, but a 40 year time line is just a little to late. By the time it is implemented in 98027/29 for today's load it will be WAY BEHIND for the load of the time it is in service
The USA IS SO FAR BEHIND IN PUBLIC TRANSIT SERVICES IT WILL NEVER BE UP TO SPEED WITH THE SUPPLY AND DEMAND.
This should of been put into service about 20 years ago when we STILL had the railway line in service. We had rail right of way in Issaquah, Redmond, Woodinville, Kirkland. Bellevue and Renton now it is ALL GONE!!!
Bad move on the loss of right of way in King County!!
=====

On separate subject.
Since King County Metro cut about 80% of the service on the 214 FROM the transit center to DT Issaquah the 554 and 214 MUST MAKE A CONNECTION with the short line route if you want customers to ride public transit after a one seat trip to Issaquah after a long day at work we DO NOT WANT TO STAND AROUND for the next trip to complete the journey home.
I say this because so many times I have gotten off the 214 and the 554 takes off BEFORE anyone who has been on the 214 can catch it, I see people try to run up to bay 6 after deboarding at bay 4 there are very few coach operators that are willing to pull over at bay 2 when someone try's to flag the operator down to board the coach to DT Issaquah YES I SEE IT all the time.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
04/30/2016	Email	

Comment

To Whom It May Concern:

My comments on the Sound Transit 3 Draft Package follow.

Ballard to Downtown:

>Running LRT at-grade between Expedia and Dravus is unacceptable. Traffic disrupts Central Link on MLK every week.

>A movable Ship Canal crossing is also unacceptable. We need to invest in a transportation alternative that is never subject to the delays that movable bridges cause for all the Ship Canal bridges in Seattle.

We must not repeat the mistake of hamstringing a regional line (like in the Rainier Valley) with at-grade stretches and movable crossings. We must preserve the ability for Link trains to run uninterrupted and at 3 minute frequencies for the future. This stretch will eventually carry ridership from the 45th corridor, Crown Hill, Lake City, and the Lake City Way corridor to the city center. Just like the economic engines or Downtown Seattle, the Downtown tunnel will be a regional asset and network effects will ripple throughout the whole Link system and all of the sub areas that it will serve. This fact justifies potential sub-area transfers. No sense in value engineering with this most effective of proposed lines.

Everett/Snohomish:

When moving forward with different option treatments of Paine Field, keep TOD potential in mind, as well as the lack of walkability between stations and employment sites in the S Everett Industrial Center. In order to be effective, any employment or commercial density that a transit line seeks to serve needs to largely be within walking distance of the station in question. For most industrial employment in S Everett, there would have to be shuttles run in order to make a transit commute viable. At that point, why not just run LRT on Evergreen and have Boeing or whoever run nonstop station to door shuttles? That would be a solid compromise.

The nature of industrial development is that it is designed for truck and car access, making it closer to suburban than urban in terms of transit use character. The product of this kind of planning can result in the disappointing performance of Santa Clara VTA's light rail, which for the most part doesn't feature very much employment density that is within walking distance of its stations. In contrast, the North Everett LRT extension features a variety of trip origins and destinations within walking distance.

The I-5 alignment would save money and time, but would reduce the number of potential TOD areas by avoiding the redevelopment space rich Evergreen corridor. I understand that the Everett Mall area is has good redevelopment potential though. Also, when considering a Paine Field spur, work to avoid the operations and frequency pitfalls of BART to SFO that resulted from making that line a branch instead of part of a unified line with a transfer to their air train. Requiring a transfer at Everett Mall instead of making it a branch from the spine would help avoid that problem.

Sound Transit 3 - Draft System Plan
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However, as a general comment, large sub-area funding transfers from East King, Pierce, and South King to Snohomish demand scrutiny. This is especially the case for Pierce and South King, which are saddled with lower incomes and higher needs. Serving the largest industrial zone in the state with a type of transportation facility that is not a good fit for the development type of that area may in actuality be an investment in optics rather than cost-effective public transit.

Issaquah/East King:

I support the interlining with East Link before Downtown Bellevue. However, I am seriously concerned that having to transfer at East Main will have a negative impact on ST3's ballot box performance. 70% of Issaquah's transit market features a Seattle destination, compared to 17% for Bellevue and Redmond combined. Having to transfer at East Main instead of say South Bellevue will have a negligible improvement in terms of peak hour travel time compared to driving. Being faster than driving during peak times is one of the most marketable traits of the Link system when faced with the task of convincing suburban residents to approve a tax hike this November. We can't afford to depress approval rates in greater Issaquah and the I-90 corridor due to not wanting to deal with the Mercer Slough.

Renton/East King/South King:

Renton deserves much more than it's getting in this draft package. A Burien-Southcenter-Renton-Landing LRT line would be a much better use of East King and South King's equity transfer than Paine Field access. It could interline with the spine between I-5 and TIBS. That stretch of elevated track should be able to accommodate 3 min headways, in contrast to the MLK stretch of Central Link, which can't. Southcenter is basically the Tyson's Corner of the Central Puget Sound region and the Downtown Seattle-Renton transit market is a strong one. Additionally, unlike Paine Field, most of the industrial employment for the 737 plant and general Landing area is within walking distance of a potential station site. With its diversity, economic assets, and location as an inner ring community, Renton is closer in character to Everett than Federal Way for example and should get investment that reflects that reality.

I-405 BRT/Kirkland BRT:

The current plan needs to be revised to include dedicated (at least HOV/HOT/BAT) lanes the entire way and adopt the branch and trunk service pattern that would allow ST BRT to serve more suburban downtowns and activity centers than a freeway median-only type line that is primarily dependent on park and rides. Additionally, the Kirkland City Council has stated a desire for an open BRT system of Gold ITDP standards on the Cross Kirkland Corridor. Sound Transit needs to be careful not to reduce the citywide ST3 approval rate for the sake of a few hundred loud homeowners who live adjacent to the corridor. I believe the draft package as presented is at risk of doing just that. The flawed Issaquah and disappointing Kirkland, Renton, and I-405 BRT proposals stand a real chance of dealing ST3 a loss in the East King sub area, which may sink the whole package.

Tacoma/Pierce:

There needs to be serious examination on the value of further investing in mixed traffic rail lines and extensions that rely on them. Traffic in Tacoma is comparatively light right now compared to Seattle, however we have the opportunity to give transit its own lanes before the problem develops. Tacoma isn't always going to be relatively sleepy like it is now. I am also concerned that the further investment in Tacoma Link as a streetcar reinforces the questionable precedent of Tacoma getting second rate "light rail" when it deserves an at-grade system that is the same quality as TriMet's MAX, rather than Tacoma

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Link which is halfway between the South Lake Union and First Hill Streetcars in terms of service quality. Tacoma deserves better.

What should be restored to the package is spine quality Link connecting Tacoma Dome and Tacoma Mall. Unlike the proposed 19th St rapid streetcar, which basically serves the TCC, two medical centers, low density residential, and way too many parklands, spine Link to Tacoma Mall would be full quality Link and serve a regional urban center/commercial area with great redevelopment potential. Also, if the decision is to accept Tacoma Link as a mixed traffic streetcar, then a 6th Ave alignment should be included instead of 19th. There are actually significant walkable origins and destinations along that corridor from TCC to Downtown. It also passes the smell test as an attractive transit alternative between TCC and Downtown, instead of making riders on that route take the MLK hairpin turn to get downtown. I would also wonder if Tacoma Mall spine Link joined with a grand package of bus priority and reliability capital improvements in Tacoma's dense core might help speed the transit experience of more riders than the 19th St rapid streetcar.

It should also be mentioned that for the mixed-traffic stretches of Tacoma Link, there needs to be full signal priority implemented. The First Hill Streetcar wouldn't be so miserable to use as transit if it never hit a red. In general, there are quite a few worthy investments that should be made with the funds generated in the Pierce County sub area, rather than transferring said funds to the Snohomish County sub area.

Parking:

As a future that will likely include driverless cars approaches, the logic of building massive and unpriced parking garages for ST transit stations needs scrutiny. If there was some way to share risk, such as lease out specific parcels to private parking companies to develop their own garages and run them at a profit, that would be preferable. This would allow the market to decide how much investment is justified in the garages and allow ST taxpayers to not get stuck footing a bill for an obsolete investment. Even not considering the potential of driverless cars reducing the need for park and ride spaces, parking garages can only do so much for ridership and their capital funding might be more responsibly allocated toward facilitating connecting transit, building pedestrian and bicycle facilities to proposed stations, or preventing value engineering on the Ballard line.

Include EIS studies for:

- >Ballard-UW
- >West Seattle-Burien
- >Burien-Renton Landing

Perform HCT studies for:

- >Ballard-Northgate-Lake City-Bothell-Woodinville
- >Belltown-SLU-Capitol Hill-Central District-Mt. Baker
- >UW-520-Kirkland-Redmond
- >Hourly to all-day Sounder / dedicated passenger rail tracks from Seattle to Tacoma - electrifiable and compatible with future HSR service between Portland and Vancouver BC
- >Add more express bus service that simulates LRT service in terms of frequency, as well as stop spacing

Long Term Financial Sustainability:

- >Include provisions that will prevent the maintenance fiascoes of BART and WMATA down the line

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Comments Received (Not specified/Out of District)

>Include funding that will prevent sharp frequency cuts like with DART and Denver - somehow make it binding that light rail service constructed by ST needs to be run no less frequently than every 15 minutes for the entirety of a day's service span

Thank you for reading.

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Comments Received (Not specified/Out of District)

Comment Date
05/01/2016

Comment Source
Email

Zip Code

Comment

It is nuts not to have plenty of parking available around transit stations. People want to get out of their car and get on the public transportation. Plenty of parking lots please!

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
05/01/2016

Comment Source
Email

Zip Code

Comment

We would like a transit stop at 130th street. It is a fair distance to go from 125th to either Northgate or 145th. Thank you.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
05/01/2016

Comment Source
Email

Zip Code

Comment

A subway system sounds great and would have had my full support, except that as a resident of Renton, I noticed that you seem to have forgotten the area in which I live exists. I say area and not city because you have overlooked everything between Issaquah and Tukwila.

Yes, the cute little data you mentioned about the ridership between Ballard and the SLU makes it sound like there is a high need there, but has anyone thought that maybe there's high ridership because there's already a route that is convenient and economical to use? Why are you giving priority to areas that are already well-served by our current transit system? The current system works for them, that's why your data looks so good! Catch-22, anyone?

Are you seeking to replace the system we have? Aren't you just supplementing it for now? Why not supplement in areas that are lacking in service? Has anyone asked residents of Renton and its surrounding area, who have lower median income and longer commutes, if they would support a subway system that would give them a convenient and economical way to work? I bet that data would make for an interesting read.

As is, I reject your plan. The inequity of taking money from lower income people to pay for a subway system for higher income people already well-served by the current system just does not jive with me.

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Comments Received (Not specified/Out of District)

Comment Date	Comment Source	Zip Code
05/02/2016	Email	

Comment

The I-90 to I-405 exits are untenable during much of the day.

Light rail would relieve the congestion that occurs along the I-90 corridor.

If anything, Light Rail to Issaquah should be expedited to be completed by 2031.

Comment Date
05/02/2016

Comment Source
Email

Zip Code

Comment

Thank you for proposing a robust transit package and opening a window for feedback on your plan.

I lived in New York City for much of the last decade, where I relied on the subway for 90% of my trips. A reliable rapid transit system contributed immensely to my quality of life in New York. I loved taking the subway to work every day, to run errands, and to explore new corners of the city. I never owned a car in New York, and never wanted or needed one. I was happy to avoid traffic, zipping around on the subway underground while enjoying the ride and knowing I'd reach my destination quickly.

In 2014 I relocated to Seattle, and suddenly 90% of my travel required use of a car. I'm now commuting from West Seattle to Fremont each day and I am completely reliant on a car to get most places. My current transit options would take 2x as long as driving and require 1 or more transfers. So, I spend hours in traffic each week, like so many people in the region, and I miss the opportunity to sit shoulder-to-shoulder on transit with my fellow commuters.

I am a huge transit supporter and am writing to express my emphatic support for the ST3 project, especially the following areas:

1) Rapid time to delivery. Please do all that you can to deliver this project as quickly as possible without sacrificing quality. Our region is growing rapidly, and will continue to grow. Traffic will continue to worsen. We need these projects as soon as possible!

2) Ballard-SLU-Downtown corridor has the highest ridership line in the region. This area needs attention and investment! I agree with Seattle Subway's assessment: "The Ballard-SLU-Downtown line will be one of the highest ridership lines in America, with half the ridership in the downtown core coming from across the region. Sufficient funding for grade separation through Interbay is essential, otherwise reliability for Tacoma, Federal Way, SeaTac and the downtown core will be seriously affected. That would be a bad outcome for the entire region."

3) Downtown transit tunnels. We need a way to speed people through downtown and avoid the traffic on city streets.

Thank you for your attention and time.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

Comment Date
05/02/2016

Comment Source
Email

Zip Code

Comment

To get my approval for the draft ST3 Plan, I want to see the following changes:

- 1) Accelerate construction of light rail within Seattle. Waiting until 2021 for the extension to Brooklyn, Roosevelt and Northgate is far too long.
- 2) In the meantime, expansion of ST 512 northbound weekday service to 45th NE to remedy the gap in service between 2:30 PM and 7:00 PM.

Comment Date
05/02/2016

Comment Source
Email

Zip Code

Comment

Below are my comments on the ST3 plan, submitted in time to meet the extended May 2nd deadline.

BOEING ACCESS ROAD STATION

The BAR station was an element of Sound Move, the original ST plan approved by voters in 1996. When it came time to actually design the system, however, engineers quickly concluded this station had to be removed from the plan. The simple reasons being that it cost too much and served too few riders. There is little supportive development nearby; there would be virtually no walk-in ridership.

The ST3 documentation I've seen indicates that nothing has changed, and BAR station is still a bad deal. There is still no "there" there.

One ST staffer told me BAR is in the plan because "Tukwila wants it." Assuming this is true, a much better place to build another station for Tukwila would be at S. 133rd St. This is the location where ST engineers actually designed for a future additional station.

At S. 133rd St., there are 400 feet of straight and level track, crossover tracks, a traction power substation, and stairs to the ground. All that remains is constructing the platforms. A light rail station here would support a park-and-ride lot and/or redevelopment as an urban village, and do so much better than at BAR.

GRAHAM STREET STATION

I support the addition of this station in Rainier Valley. It should be located north of Graham Street, however, not south of Graham -- this to make station spacing more equidistant between Columbia City and Othello.

This is a stand-alone project, and as such every effort should be made to have it designed and built as soon as possible. Seattle property values are increasing daily, and property should be acquired soonest to keep costs as low as possible. Seattle voters have approved partial funding for this station, so ST already has a partner to work with.

OVERALL ST3 SCHEDULE

Much has been made of the 25-year timeframe for ST3 projects, and rightly so. One way to shorten the schedule might be to streamline the environmental review process, as much as is possible under NEPA and SEPA. The original purpose of EIS analysis was to provide information to decision-makers about negative impacts to the environment. But that noble purpose has morphed into a major paperwork industry, one that produces mammoth documents that, it can truly be said, nobody reads.

Please streamline the process. For example, there's no need to study alternative technologies and corridors when those features have already been approved by the voters.

I'm an ST retiree, and I'm all in on ST3. Please just tune it up and send it to the voters.

Comment Date
05/02/2016

Comment Source
Email

Zip Code

Comment

Good afternoon. The following are my comments on the ST3 Draft System Plan.

Overall comments:

Financial plan details. Details of the financial plan are completely missing. Therefore it is impossible to see how subarea funds are allocated and how bond financing and grants are distributed. This information is absolutely essential to properly evaluate the ST3 proposal.

Subarea equity. Subarea equity as defined in the ST2 plan should be maintained with only specific exceptions which are explicitly called out in the ST3 documents. All subareas should pay for regional assets such as the proposed 2nd DSTT. However lines to Everett, Ballard, Tacoma, and West Seattle are not regional assets and should be paid for by individual subareas. As an East King subarea resident, I have zero desire or willingness to pay for light rail extensions or projects Out of the East King subarea unless they directly benefit the East King subarea. The 2nd DSTT is an example of a project with a direct benefit. Paying for a light rail extension to Tacoma is not.

Timelines. More transparency on the timeline is necessary for individual projects. For example, the available project details for the Bellevue-Issaquah light rail line say nothing about schedule or project phasing. Knowing the time allocation for each phase of a project (EIS, permitting, design, construction, etc.) is essential information to understand why projects are taking so long, and where time might be saved (see the comments of CEO Rogoff concerning where timelines might be compressed). General information about overall agency capacity to design and deliver projects would be very helpful too. In addition, project prioritization needs to be re-examined. This ties into the financing plan too of course. The plan should prioritize ST2 deferred projects (Redmond and Federal Way) and critical-path things like new DSTT.

Parking: The overall cost to build parking appears to be approximately \$650 million for 8,300 stalls, or \$80,000 per stall. That is ridiculous. While system access is important, spending these massive amounts of scarce capital funds chasing a relative small number of trips is folly. You are Sound Transit, not Sound Parking. Every effort needs to be made to reduce scope (build fewer stalls) and/or value engineer the parking to reduce the cost per stall. Sound Transit should prioritize spending money on actual transit projects or on non-motorized station access.

ST Express: There are no details of ST Express enhancements beyond a general line item. If we've learned one thing from ST2 and the current large increases in bus ridership, it is that ST needs to have ongoing (annual) growth in service hours available to ST Express to meet emerging ridership demands. We need a massive infusion of bus hours NOW on the busiest routes, especially the core routes where light rail extensions are either many years away or won't be a direct replacement, and yet Sound Transit is providing no details beyond "600k annual service hours." We are completely unable to see where those service hours would be allocated, which subarea is paying for what, and what the timing would be.

As an example, Sound Transit's current (2016) Service Implementation Plan identifies an immediate need for 25 additional weekday daily trips on ST 545, and 8 new trips by 2021. These identified needs should be explicitly funded, and additional funds set aside to meet emerging needs. Beyond the identified needs, service expansion to enhance service would be a beneficial use of funds, even as an interim step prior to light rail extensions opening. For example, making the Bellevue-Issaquah portion of ST 555/556 an all-day route with 15-minute or better daytime frequency to build ridership in advance of a Bellevue-Issaquah light rail line would be an excellent use of ST Express service hours, even over a

long, 25-year interim period (2016-2041); the operating dollars could then either be rolled into light rail operating costs, or repurposed for future ST Express service expansion(s).

Early wins: Since the exact scope of the early wins is not specified, it is difficult to evaluate whether they are “worth it” relative to not doing the early wins and instead focusing on the larger projects. No information regarding the relative cost in both time and money for these early wins is provided beyond a generalized “spending money early costs money later.”

Kirkland: Kirkland has certainly been challenging for Sound Transit, both historically and currently. I can understand the reluctance to engage in a fight against a vocal, entrenched opposition group; the experience with Surrey Downs and other opposition in Bellevue during the East Link process caused 2 years of delay. However, the projects shown for Kirkland are simply irresponsible. The major rebuild of the NE 85th Street interchange to allow an inline BRT station barely moves the needle on I-405 BRT ridership while accounting for close to half of the capital cost of the entire I-405 BRT project. In some respects this is indicative of the weakness of I-405 BRT, but it also points to how poorly this station would serve Kirkland.

Sound Transit should step back and determine where people in Kirkland need/want to go. Several general destinations appear obvious (downtown Seattle, downtown Bellevue, Overlake, and possibly downtown Redmond and UW), with more limited ridership to Bothell (including UW Bothell) and Lynnwood. Kirkland’s large physical size and limited availability of rights-of-way means any single rail line is not likely to serve Kirkland well whether it is located on the Eastside Rail Corridor or not, but any reasonable BRT system isn’t likely to really be BRT without a truly large capital cost for dedicated right of way. This conundrum is certainly not easy to solve, but I encourage Sound Transit to come up with another idea.

I-405 BRT: Speaking of I-405 BRT, this project seems, frankly, to be quite pointless. It offers minimal ridership gains while costing a large amount of money. In the northern portion (north of Bellevue), the lack of direct-access infrastructure means reliability will likely be bad north of SR 522, but south of SR 522 there are only three stops (Brickyard, Totem Lake, and NE 85th Street) before Bellevue. There is no connection to SR 520 routes, meaning no good connection to Seattle. In effect we are talking about a beefed-up ST 532/535 here. Those routes serve Snohomish County, not East King County.

South of Bellevue, Sound Transit staff opted to minimize potential reliability issues due to a similar lack of direct-access infrastructure by limiting the number of stations, but this lack of stations hurts access (Newcastle, for example, has no access to this). There is no access to I-90 routes/East Link coming from the south, instead requiring a large backtrack to/from Bellevue TC. Ultimately the southern portion resembles a weird amalgamation of ST 560, 566, and 567, with less utility than any of these routes and not much better speed (it is certainly faster than the 560, but much less useful).

In short, this entire project seems of very dubious value and should be extensively reconsidered, perhaps as a trunk-and-branch BRT system. This would provide better access and coverage while ensuring high frequency in the “core” of the system.

Individual project feedback:

- Light Rail projects
 - o Boeing Access Road infill project: I have no particular issues with this, but since it is intended to serve a city in the South King subarea (Tukwila) then it should be paid for from South King funds.
 - o Graham Street infill project: This appears to present an opportunity for an early win.
 - o Ballard to Downtown Seattle light rail: The 2nd DSTT is of critical importance for maintaining appropriate passenger capacity through downtown Seattle. This project should be expedited to the extent possible. For the 2nd DSTT, direct platform-to-platform connections are important, especially since this tunnel would have two transfer stations (International District and Westlake) and one intermediate station located not near an existing DSTT station; this will likely drive a lot of transfer

activity. For the 15th Ave corridor, consider using a greater degree of grade separation, or at least trackway isolation, to ensure that surface road incidents do not affect reliability.

The representative South Lake Union station located near approximately SR 99 and Harrison St. would be close to the SR 99 tunnel portal, making this station both difficult and risky to build as well as poorly located due to a limited walkshed. This station should be shifted east closer to the vicinity of Dexter and Republican.

- o Federal Way TC to Tacoma Dome light rail: In general I don't think an I-5 alignment is a good idea since this effectively removes any significant TOD potential, but otherwise I can't find too much fault with this project; if the Pierce subarea wants to spend money on this, great.

- o Kent/Des Moines to Federal Way TC light rail: This should be a priority project as it is a deferred ST2 project.

- o Lynnwood to Everett light rail: The Paine Field deviation adds no riders over a line direct to Everett while costing travel time. An I-5 alignment offers minimal or no TOD potential. Sound Transit should build appropriate pocket tracks to enable short-turn trains during off peak hours at Lynnwood to ensure that Sound Transit can match service with ridership. While I question the need for a light rail extension beyond Ash Way, if Snohomish subarea wants to spend money on this, great. No subarea transfers to pay for this project. Snohomish subarea's financial help was not forthcoming to help build the core of the system in Sound Move and ST2, so Snohomish subarea should not now expect help from other subareas to build their part of the system.

- o Redmond Technology Center to SE Redmond to Downtown Redmond light rail: This should be a priority project as it is a deferred ST2 project.

- o West Seattle to Downtown Seattle light rail: Full grade separation is good. Details of the currently-envisioned terminus at SODO station should be clarified to ensure a smooth transfer experience.

- o Bellevue to Issaquah light rail: The provisional Lakemont station should probably be added along with associated access improvements. Consider continuing this line to Redmond rather than terminating in Bellevue. Station placement should be carefully considered; while the desire to avoid an I-90 crossing until the line is east of Eastgate is understandable, this results in sub-optimal placement of the Factoria station north of I-90, the Eastgate station at-grade at the current park-and-ride facility (where most ridership is probably from Bellevue College, a steep climb from there), and at the existing Issaquah Transit Center which is not centrally-located in the Central Issaquah Regional Growth Center.

- o North 130th Street infill project: Considering CEO Rogoff's comments concerning the federal grant for Lynnwood Link, it appears unlikely this could be added to the currently-scoped Lynnwood Link project. However this project should be moved into an "early win" and target opening as soon as possible after 2023.

- o Tacoma Link Extension: This is a good project which should enhance the utility of Tacoma Link. Consider "future proofing" by providing for two-car stations. Provide enough rolling stock for 5 minute peak headways.

- Sounder projects

- o Sounder Extension to DuPont: The limited headways will limit ridership, although ridership isn't projected to be that high. This extension may be better oriented to serve riders in the DuPont-Tacoma corridor, rather than the Seattle market.

- o North Sounder Parking: \$232 million for parking seems really excessive, but I'll grant that it would move the needle slightly on North Sounder ridership. While I think North Sounder should probably be cancelled due to low ridership and utility relative to ST Express and future light rail, if Snohomish subarea wants it, who am I to stop them?

- o South Sounder Capital Improvements: This is a mix of really useful things, like platform extensions and access improvements, and things to be reconsidered such as more parking.

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

- BRT and Bus projects
 - o 145th/SR 522 BRT: Without more substantial capital expenditures to provide exclusive lanes on SR 523 (NE 145th St), reliability will suffer on this route. This should have a connection to I-405 BRT on the east end.
 - o I-405 BRT: See comments above. East King subarea will derive few benefits from this project at all, and especially north of SR 522.
 - o Bus Capital Improvements in East Pierce County to Sumner Sounder station: No comments.
 - o Bus Capital Improvements for Rapid Rides C & D: Without details, this seems like a waste of money which would be better spent speeding up rail projects. The biggest chokepoint on Rapid Ride D is the Ballard Bridge, and nothing can be done to fix that short of replacing the entire bridge.
 - o Bus On Shoulder programs: This seems like a significant safety risk and while it may help speed, it won't help reliability. It also seems like a poor substitute for the major HOV direct access infrastructure that would really make a difference.
 - o Bus Capital Improvements on Pacific Avenue: No comments.
 - o ST Express Bus Service: See comments above.
 - Other projects
 - o As we've heard from CEO Rogoff, the EIS process occupies a significant amount of time which affects project delivery. Therefore, Sound Transit should prioritize High Capacity Transit (HCT) studies and environmental documentation (along with a minimal level of design) to facilitate future system expansion. This should include projects such as: Ballard to UW light rail, UW to Kirkland (via SR 520 or Sand Point) HCT, West Seattle to Burien HCT, and a Kirkland HCT plan.
 - o Sound Transit should include funding to retrofit existing light rail stations to better accommodate bus-rail integration. While ST2 projects are being designed to accommodate this, some current stations which could be useful for integration such as Mt. Baker, Rainier Beach, and UW Stations do not have good (or any) bus-rail integration infrastructure such as bus bays and convenient transfers between bus and rail.
- Thank you for the opportunity to comment.

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Comments Received (Not specified/Out of District)

Comment Date
05/02/2016

Comment Source
Email

Zip Code

Comment

As a resident of Broadview, I support Councilmember's position for a station at 130th and I5 as soon as possible.

The station at Northgate is too hard to get to with traffic for my neighbors.

The 145 station is not ideally located for many of my neighbors who live south of 145.

Comment Date
05/02/2016

Comment Source
Email

Zip Code

Comment

ST3 is not a comprehensive transit plan but a calculated tax-grab for no-less-than \$250 billion directly misrepresented to the 64th Legislature as a request for \$15 billion in added taxing authority as urged as necessary by Dow Constantine, Fred Butler and other junior taxing district Board members who so testified in Olympia to obtain a massively increased taxing capacity with false pretenses in 2015 (instead of merely a huge \$11 billion increase in taxing authority through legislation readily available in the state House and state Senate then); now being further misrepresented to citizens as circa \$28 billion in added taxing authority in 2016 (or nearly double what was clearly represented to 147 elected state officials); and virtually certain to result in no-less-than \$250 billion in tax capacity before a repeatedly promised “partial tax roll-back” would be feasible no sooner than 75-to-85 years into the future (which such calculated-but-concealed quarter trillion dollar tax-snare is likely far less than circa \$1 trillion far, far more probably to be collected before any “partial tax roll-back” has any real potential other than as a bad-faith public relations scam on more-than-four million taxpayers in King, Pierce, Snohomish and other surrounding counties).

Thus, ST3 is a calculated attack on limited tax capacity available to comply with our state’s truly pivotal constitutional obligations to fund basic education “amply,” as the “paramount duty” of the state as quasi- sovereign and of its citizens as taxpayers, and to fulfill duties legally owed thereunder as to revenue essential to maintain safe bridges, highways, roads and streets, for over 5.6 million state motorists, as beneficiaries of the state constitutional trust created by the 18th Amendment to our state constitution (as is more fully stated in a four-page document attached hereto and hereby incorporated herein fully).

Further, the ST3 tax-grab and tax-snare cannot be presented to voters lawfully, on November 8, 2016, since any attempt to do so would violate state law because actions taken by Sound Transit as a junior taxing district – including but not limited to its staff’s remarkably defiant refusals to provide quintessential financial-and-operational information specifically requested by the state-appointed Expert Review Panel on February 9, 2016 – render it totally impossible for that state body to fulfill its central legal obligations as required by RCW 81.104.100-110 (as is outlined more completely in the below-annexed five pages of correspondence with and about that Panel and its membership also hereby incorporated herein fully).

Still further, the ST3 tax-grab as developed to date fails to comply with direct statutory obligations of the junior taxing district and of several other governmental agencies to establish and to employ a “least cost planning methodology” pursuant to RCW 47.80.030, which has not been and cannot be fulfilled through the junior taxing district’s multiple bum-rush misconduct to reach the ballot prematurely on November 8th.

Yet further, the ST3 tax-snare violates subarea equity obligations legally owed by the junior taxing district to its four subareas – beyond its repeatedly preferred and coddled Seattle-North King County subarea – because it would shift circa \$9 billion in excess tax collections for ST1 and for ST2, which each involved a pronounced Seattle-centric bias, into ST3, with its still-more-Seattle-centric expenditures provided for by means of a variety of false pretenses that only begin with intentional mislabeling of a second downtown Seattle tunnel to be used largely to enhance intra-Seattle transit service as a so-called “regional” facility (rather than utilizing legally appropriate shares of circa \$9 billion in excess tax collections, for ST1 and for ST2, to provide long-delayed and urgently needed bus-rapid-transit service along the pivotal Interstate 405 corridor to benefit taxpayers in cities that have hugely overpaid such

taxes to the junior taxing district, but that have received little to no transit service up to this date, including Bothell, Woodinville, Kirkland, Newcastle and Renton, all located along the I-405 corridor endorsed for BRT service in a comprehensive plan for nearly a decade and a half thus far, as well as further east-and-south county cities, including Sammamish, Burien and other such jurisdictions now either still unserved and else grossly underserved).

ST3 cannot lawfully, much less legitimately, merely seize circa \$9 billion in excess ST1-and-ST2 taxes – as paid substantially by taxpayers who have been drastically short-changed for nearly two decades so far and still counting, both within two suburban subareas in King County, and also within Pierce County and Snohomish County subareas – to fund an even-more-Seattle-centric and a yet-more unfair tax-snare. ST1 and ST2 taxes cannot be unilaterally treated as a piggybank readily available to fund gross subarea inequities, without any restrictions, for ST3's tax-grab and tax-snare and for any-and-all future rail-transit ambitions to favor Seattle unabashedly and unfairly, since a "partial tax roll-back" was explicitly promised for each such phase to citizens, as voters and as taxpayers, and since the junior taxing district explicitly represented under oath to the King County Superior Court that its "partial tax roll-back" is a genuine legal guarantee (in order thus to prevail in litigation then to require the complete dimensions of ST2 taxes to be specified, as a stated maximum dollar amount, within the ST2 ballot title and in related ballot materials).

Given circa \$9 billion in excess tax collections for ST1 and for ST2, mere reallocation of circa \$400 million overpaid by Kirkland residents and of circa \$600 million overpaid by Renton residents – along with further overpayments by persons and by enterprises located within Bothell, Woodinville and Newcastle – could readily make completion of BRT on I-405 a reality, promptly, even perhaps before the end of the current decade (after delays of almost 15 years since the I-405 Master Plan was completed, as formally endorsed by Sound Transit as a junior taxing district, and was then granted an official federal Record of Decision).

Therefore, reallocation of the appropriate proportion of circa \$9 billion in excess taxes rightfully belonging to residents of cities on the I-405 corridor would almost certainly represent the chief opportunity available to implement CEO Peter Rogoff's current public relations promotion of "Early Deliverables" that can be so moved forward for one of the very most crowded transportation corridors in the state – albeit well over 15 years late – in part because of the junior taxing district's previous manipulations in order to prevent a low-cost "pilot project" to test commuter-rail service between Woodinville and Renton proposed by Eastside Rail Now! earlier (through Paul Zimmer, as its chairman, and through the undersigned, as its president).

Additionally, thousands of members of the Kirkland-based Save Our Trail organization have very robustly supported early-and-extended deployment of BRT on I-405 and SOT's able leadership has documented the cost-effectiveness of that alternative in its repeated presentations to the junior taxing district's Board of Directors, including at its meeting yesterday, as legally required by statutory "least cost planning" duties.

Given the certainty of the junior taxing district's repeated frauds on every resident within its three-county jurisdiction as citizens, taxpayers and voters with respect to a repeatedly promised "partial tax roll-back" both for ST1 and also for ST2, given an apparent fraud as to same under oath against the King County Superior Court as to ST2 and given misrepresentations directly made to the 64th Legislature in order to obtain up-to-\$1 trillion in taxing capacity under the false guise of a nominal request for an additional \$15 billion in taxing authority for ST3 (and certainly no-less-than-\$250 billion absent a fully clear limitation in legally enforceable ballot-title documents), the ST3 tax-grab is not merely a tax-snare, but an intentional follow-on fraud against nearly half of all citizens of this state, every member of the current legislature and our state's judiciary, in its current draft form, and ST3 shall remain so absent wholly clear specifications of explicit-and-enforceable terms for a "partial tax roll-back" legally promised

Sound Transit 3 - Draft System Plan
Comments Received (Not specified/Out of District)

for ST1 (belatedly after almost two full decades of misrepresentations so far), for a further “partial tax roll-back” legally promised for ST2 (belatedly after nearly eight years of misrepresentations to date) and for ST3 (if the goal is not to collect \$1 trillion based on direct requests for \$15 billion, repeatedly, as squarely made to the 64th Legislature).

Simply put, ST3’s tax-grab and its tax-snare, in the present form, are not just the largest tax fraud in state history, but one intended to drain crucial tax capacity both from every child in the state and also from 5.6 million licensed drivers as the lawful beneficiaries of the state constitutional trust legally created by the 18th Amendment, and one thus certain to affect the junior taxing district very adversely in the longer run if its frauds are not withdrawn, and if belated compliance with all requirements under statutory law and as to subarea-equity obligations is not begun promptly after almost 20 full years of dishonoring them, especially since ST3 now rests on patent defiance for principles for sound transit service for medium-sized cities and for associated suburban areas (as capably outlined by Mr. Rogoff as Administrator for the Federal Transit Administration, for the Obama presidency, before he was hired to destroy those standards through ST3).

Respectfully yours.

Comment Date
05/02/2016

Comment Source
Email

Zip Code

Comment

Dear Sound Transit Board Members,

Along with Seattle Subway, I thank the board for proposing a transit package that meets the scale of the need in the Central Puget Sound region. I also favor robust, high quality, high capacity transit investments throughout the three-county metropolitan area, and appreciate the opportunity to provide feedback on the ST3 draft plan. In addition to the support of the principles and ideas proposed by Seattle Subway (<http://seattletransitblog.com/2016/04/29/make-st3-great-again/>), such as:

PRINCIPLES

- Grade separation in urban areas is essential
- Collaboration to reduce timelines as much as possible is critical (involves Sound Transit, action by cities before the vote and community group support)
- Regional infrastructure should be funded regionally
- Plan for the future, and study appropriately to help the future arrive more quickly
- Embrace reliable community partners
- Win!

... I would like to also provide additional emphasis on the following issues:

1. Above all: be visionary as well as practical.
 2. In light of #1, Connect Everett, Seattle and Tacoma much sooner than currently proposed.
 3. Also in light of #1, I would like to emphasize the need for long-term planning for the extending the possible study of a Ballard - UW light rail line to include a "Great Circle Line" that could continue to Children's Hospital and Magnuson Park/Sand Point, then onward via a BART-style translake tube to Kirkland, Redmond, and Issaquah -- and then possibly around to Renton, Tukwila and Burien (see #4 below). At the very least, the SandPoint and Magnuson Park area provides an opportunity for re-using the legacy buildings from the former naval base and evolving these into transit-oriented development that would provide a better anchor for this line.
 4. Consider studying a light rail connection of Burien, Tukwila, South Renton and Renton itself. Renton seems to have been given short shrift in the ST3 plan and should be included more actively in light rail planning.
 5. Start planning for a grade-separated line from the SODO station to Tukwila (that is, bypassing the current Beacon Hill and MLK alignment) in order to provide the foundation for faster "express" service connecting Everett, downtown Seattle, SeaTac airport and Tacoma.
 6. Fit in the implementation of interstitial stops on existing and/or planned lines such as those proposed for Graham, Boeing Access Road, and 130th to open sooner rather than later.
- Again, thank you for the opportunity to provide input on the ST3 plan.

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Comments Received (Not specified/Out of District)

Comment Date
05/05/2016

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Comment

Marty called the ST3 information line. He spoke with Sarah and was provided information about light rail to Everett and Tacoma, timing, and costs. He does not have internet access, and hoped to print some of the information from the library. He was concerned about the construction times for the projects, but also understood the need for more transit options.

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Comments Received (Not specified/Out of District)

Comment Date
05/09/2016

Comment Source
Email

Zip Code

Comment

To whom it may concern,
As a long time resident of Snohomish County, I viamently oppose the proposal for SoundTransit3. My voice will be heard in this email to the Department of Transportation. Both WSDOT and SDOT. Your agencies have never managed mine or other tax payer dollars appropriately. Always over budget both in finances and time.
Stop your propaganda with your tax payer money grab. The SoundTransit3 is not a solution to traffic congestion. It is to control the voters of this region.

Sound Transit 3 Draft Plan

Graham St. Station petition comments

Petition: Support for Graham Street Infill Station as part of the ST3 Draft Plan.

1243 signatures and 131 comments submitted.

Graham Street Station petition comments
I'm signing because I take the Lightrail to Rainer beach and then othello and having to wait to take the 8 to graham going back is very inconvenient. It would be a lot better if a MINI station was put in that area. Thanks bruh
It's the right thing to do
There are plenty of light rail stops for people in downtown. The people in south seattle, a largely marginalized population, could GREATLY benefit from another station serving them, allowing them easier access to the services of downtown and the airport. The light rail cuts through the neighborhood, affecting these people in many ways. At least one of those ways should be positive.
Will improve traffic
A station at Graham makes sense, because of Vietwah.
This stop will allow me to use the lite rail! Right now I am to far away to be able to walk.
I work at the intersection of graham and MLK. We need this station for safety and better options for the community!
The stops are far to widely space down there—this is desperately needed to make public transportation accessible for folks that need it the most.
The Graham street station would only be a little closer to me, but I think it will increase ridership and better serve my community. Distance between CC and Othello is long!
It's ridiculous that the light rail goes right through the busy intersection at Graham without stopping-- they need a stop there!
Adding more stops will increase access and availability and take more cars off of the street
We need more light rail stops!!!!
we need this station.
People in southeast Seattle need transit the most. I am dismayed to see Sound Transit's proposals all focused on moving white and affluent people from places like Ballard to job centers like the U District or East King County. People living in SE Seattle and South County need to be able to move about in their area to buy healthy food, etc, as well as access job centers.
Graham Street Station Will Be Very Convenient
i have to drive to the Columbia City light rail stop and park. Just adds more congestion to an already crowded and growing area. We need the stop at S. Graham added as was planned.
I agree that it would improve ridership through Rainier Valley if there were a stop at Graham.
I'm signing this because it makes sense to build a station between Othello and colombia station. It will also help out the small businesses around the area when tourist are using the light rail to explore the Seattle area.
Graham street has a lot of landmarks and needa its own station!
Because I'm scared to walk at night to the closest station that is a mile away! and my bike got the front wheel stolen when I left it locked to the bike rack at the station. Then I found it a block away on my way home... Who does that, really?!
New to the neighborhood and want better rail access
This will support the businesses on Graham Street as well as serve local residents.
I'm signing because I could really use a light rail station close to home. The bus times from Othello Station never match up and the bus doesn't run often. If there was a station on Graham St. I would just be able to walk home and not have to worry about buses.

Sound Transit 3 - Draft System Plan

Individual comments attached to Graham Street Infill Station Petition for Draft Plan comment period

<p>The distance between Othello and Columbia City is too long to warrant a stop in between. Local businesses around Graham St would benefit greatly from the increased foot traffic plus students and staff from the nearby Aki Kurose school would have another transportation option.</p>
<p>I ride the light rail and agree with the need for a stop at Graham</p>
<p>Graham NEEDS a light rail station to develop economically.</p>
<p>I'm signing because I am currently working at Aki Kurose Middle School and I think a light rail stop near that school would be very helpful for the families, students, teachers, and administrators that support and learn at that school.</p>
<p>I live near there</p>
<p>This would give me greater access to the area I live in.</p>
<p>The time is right to add this stop. Two miles between Othello and Columbia City stations is too far. Graham Street is right in the middle. It's time!</p>
<p>MLK & Graham St is home to: A large business plaza A multicultural supermarket A major middle school DSHS Office At least 4 restaurants (1 featured on Anthony Bourdain!) Diversity!</p>
<p>We need this station!!</p>
<p>duh</p>
<p>I would use light rail more!</p>
<p>This stop is perfect for the temple going Buddhists like me that go there weekly.</p>
<p>I'm signing because I live on Rainier and Graham and as a public transit commuter, I know there are so many people that would benefit from a Graham St. Station! There are so many that live on Graham St., not to mention that there's also a middle a block away from Graham and MLK! We need this station!</p>
<p>I'm in favor of adding a station at Graham St since it was in the original plan, and it would be very convenient for a lot of people I know including myself.</p>
<p>I work at Aki Kurose Middle School at Graham Street. Not only is not having a station at Graham inconvenient for students (and leads to crowding on the #8 bus) but it's dangerous too. I've seen so many kids after and before school almost hit by trains at the Graham St./MLK intersection. A station would solve these problems.</p>
<p>A Graham St light rail station will fill in a big gap in Rainier Valley. I expect it to be well used.</p>
<p>Promote access and opportunity for the community residing near Graham to take advantage of the Light Rail.</p>
<p>I'm signing because traffic is terrible and we need other safe, healthy community options!</p>
<p>My commute is extended by at least 20 minutes when I have to walk to the next closest Light Rail station. And I know the entirety of Hillman City shares this!</p>
<p>Support my friend's mom</p>
<p>This station is long overdue and would serve a lower income burgeoning, but densely populated area. Get cars off of I-5 and MLK. Thank you!!</p>
<p>The distance between Othello and Alaska is too far apart for the community to rally with and attempt to build up.</p>
<p>We were promised this station along with the \$50 million Community Development Fund as mitigation for the negative impacts of at grade light rail in 1999/2000. It was offered to quell the communities opposition then withdrawn when things calmed down. It's time to hold Sound Transit to its promise.</p>
<p>I firmly believe putting an extra stop between Columbia City and Othello light rail stops would be a better service to the community area of South Seattle.</p>
<p>This distance is too great between stations for all the folks located in that area.</p>

<p>I live near Graham, know how busy that intersection is w/ pedestrians from the surrounding area, including many who are physically challenged and can't get to Othello's station. Personally, I and my family would be more able to use light rail if it included a Graham station. Our neighborhood needs every chance to connect easily with our city as a whole this would help facilitate that and would be great for adjacent small businesses.</p>
<p>Another subtle benefit of connecting our Rainier Valley/New Holly more effectively with the city as a whole is combatting racism and building greater comfort and understanding between Muslims and non-Muslims and between mostly white Seattle and our immigrant communities and people of color. Making it easier to cross geographic boundaries in our city helps build comfort and familiarity with one another and helps lessen fear and violent responses that flow from fear and unconscious prejudice. Every step we can take to build bridges in our community helps mitigate our darker impulses and knit our community together.</p>
<p>Othello and Columbia City stops are too far to be a convenient transportation option</p>
<p>We need more options for light rail commuters.</p>
<p>I am signing this petition because I live in this area and the walk from where I live to Othello station is a very long walk and it can be very dangerous to walk at night. Not only that but there is a middle school nearby as well and it would be nice to know that there is another option for public transportation for our youth who have limited school buses now. Please bring a Graham station on Graham Street. Thank you.</p>
<p>easy access to "off-road" public transportation for all citizens should be a huge priority for any progressive city</p>
<p>This is my neighborhood and this would make the commute so much easier for the citizens of Hillman City/Brighton Park.</p>
<p>The distance between the Othello and Columbia City light rail stations is too great</p>
<p>Really convenient for a lot of people I know.</p>
<p>It makes sense, common sense!</p>
<p>I live in this neighborhood. We need a station at Graham Street.</p>
<p>This stop is very close to my house. I would use the light rail frequently if this stop existed but the current stops are too far away to be worth my time to walk there.</p>
<p>This is cost-effective and makes sense.</p>
<p>From my house, it takes as long to walk to the Othello station as it does to walk to Columbia City station, neither of which is a quick walk. A station in the middle is badly needed!</p>
<p>Because public transportation is important to me, my family and the future of our city and region.</p>
<p>I live around Graham</p>
<p>Creating a regional rapid transit system that works is critical</p>
<p>I live around Graham St.</p>
<p>By the time I either get to Othello or Columbia station I miss 2 or 3 trains</p>
<p>I am moving to Graham and Beacon and would take advantage of a stop on Graham.</p>
<p>Being right between stations makes the commute to and home from work in downtown just that more difficult.</p>
<p>It's much needed</p>
<p>I live on Graham St</p>
<p>This should have been done in the first place. Now it's time to correct some idiot's mistake</p>
<p>I would like better access to the light rail system.</p>
<p>We MUST HAVE mass transit YESTERDAY</p>
<p>make public transit more accessible to more people!</p>
<p>Because adding a stop at Graham Street would be really convenient for myself and my siblings</p>
<p>because having to catch the light rail at Beacon Hill station is very far from my house.</p>
<p>This is so necessary. It is hard for anyone who lives between Graham St and Othello St.</p>
<p>I am signing because, I've lived in that area for most of my life and I know there's always buses packed with commuters everyday.</p>

it makes sense and businesses along Hillman City and Colombia City would improve it also makes great sense for safety reasons to all residing in those areas.
I completely agree with the view that this view is very underserved. There is a large population of potential riders between the Columbia City and Othello stations, and effective public transportation is especially critical in an area that is generally a lower income community. Also, there is a huge amount of development in the works, which will increase demand for light rail service.
We need a station at Graham St.
I would use the the graham street station to get downtown and to the u district for work and play.
The distance between Columbia Station and Othello Station is too far, and I have to walk quite the distance from Othello Station to my home. In this cold weather and any weather really, it would be great to have a Graham St. Station.
I would ride tge light rail every day if tjis syation existed
I'm signing this because I live in Hillman city and would take light rail everyday if there was a station at Graham.
I'm signing in support of something that should have never been deferred in the first place... What an easy way to add riders to our system and expand its neighborhood destinations!
I am signing because I live right off Graham and walk to the Othello station. I am young and it is easier for me but not for the many mother's, children, and elderly that also live in the area. There is no reason not to build the station that was proposed in the first place to serve a community that compromised bus service for the train. Please make this happen and restore my faith that perhaps the city does care about its most diverse and beautiful neighborhood.
I live close to the area, and it would be more convenient for me to board at this location vs. having to walk all the way to Othello.
I love Graham street. I went to Aki. They already give out free bus passes to the kids (not when I went) this would make their commute safer and more convenient/quicker.
More people have access to public transportation
SE Seattle is a series of neighborhoods, not a dead zone between downtown and the airport. Thank you.
I'm signing because I would love to use the lightrail, but is too far from me right now!
I live by graham street and I would love to have an additional station that is closer to access. Please add another stop/station! I will truly appreciate it!
If the light rail expects to be successful for a majority of Seattleites then there need to be more stops. Access = Success.
mass transit should be built for all! increase accessibility!
im signing because it would be more convenient for us if there was a graham st station
because I live right up the hill and the station should have been built in the initial construction of light rail.
This station makes sense. The Othello station is too far of a walk with luggage, etc. I drive there and park in a residential neighborhood. A Graham station would be walkable!
I agree with the new station at Graham street.
I live and work in Rainier Valley. I would be great to get to some of my favorite places more easily...i.e. Tony's Bakery.
The people of Rainier Valley deserve better access to our transit system. Let's leverage this investment by making it work for EVERYONE.
...because neither station is currently reasonable or accessible for us!
I live just off Graham, and work downtown. I could walk to the train! Our end of town deserves the same level of service that the north end will receive.
I live in graham and ride the light rail!!!

Sound Transit 3 - Draft System Plan

Individual comments attached to Graham Street Infill Station Petition for Draft Plan comment period

I'm signing because a Graham Street light rail station only makes sense! Right now there is no chance I can be a light rail rider, but with a Graham Street station I would be able to leave my personal vehicle at home and still get where I need to be. Thanks for considering the idea.
I'm signing because I live right next to Graham St. and having a light rail station there would be AMAZING.
I live near graham street and it would be a great benefit to my neighborhood to have a stop there. Especially the kids going to Aki Kurose.
I take the light rail every day and I have many friends who live in between the Columbia City and Othello stations. It is crazy to me that it's so far between those two stations - there are hundreds of people who aren't able to use the light rail because it's inaccessible to them, even though it goes right through their neighborhood. Building a Graham light rail station will not only serve folks who live in the neighborhood, but it will also make the businesses along MLK more accessible and they will get more business. Please build a Graham Station!
I take the light rail and the distance between the Columbia City and Othello Stations cuts out opportunities for neighborhoods in between.
my grandmother lives on graham since my grandfather passed away, i visit more often. this stop would help make that travel eaier
Yes we need this station. Stations in the south end of the valley are too far and few - without park and ride here the walking distance needs to be shorter!
the Graham St Station should be added before any future expansion occurs. That station would serve many underserved communities and would be a good revenue generator.
It's too far between the two light rail stops of Othello and Columbia City.
I could walk to the Graham St station.
We need this stop to go to work and visit family.
Our neighborhood needs a station.
I'm signing this because I feel many students have to walk a distance from Othello to graham to get to their house and many more students will take the light rail if there was a stop at graham.
I live near graham would love to see a station there
My family house is on graham
I live in the south end, within walking distance of the light rail and we badly need an extra stop at Graham.
More Public transit the better
I'm signing because I know that this would be beneficial for friends of mine.
Mass transit is critical. We need to implement more of it as fast as possible.
Othello is too far; I don't let my son walk from the Othello station to our house - it's too far and I don't feel it's safe for him. It would greatly improve pedestrian safety at this intersection, serve the kids at Aki Kurose, and bring much needed customers to the businesses around Graham -- especially those that have never fully recovered from the light rail construction. I commute on light rail but would do it even more frequently if we had a stop at Graham.
I live in Columbia City, and have experienced the distance between the two stations.
It would be convenient for me I live on orcas
I too live in between both stops and find the distance too far apart! I have seen many young students and older seniors walk a far distance to and from their homes to the stops. Please put one on Graham; should've had one from the very beginning.
I use the link light rail.
This station would be great addition to our growing community. Can't believe it was left out!
Distance b/tw. Columbia city and Othello stations is too far, and no parking at either, unsafe to walk.
It would help me a lot
Why not?
Common sense.

Sound Transit 3 Draft Plan

Extend light rail service hours petition comments

Petition: Sound Transit's Link Light Rail should expand hours to provide service after bars close in order to cut down on drunk driving and to provide a safe means of transportation that does not rely on taxis or rideshare companies.

2614 signatures and 519 comments submitted.

Light Rail Extended Hours petition comments
Give light night people an option to not drive drunk after the bars close!
The instant I learned that the light rail will not run late at night the first thing my previously supportive friends and I said were "Oh. Never mind. I guess we won't use it after all." Please expand the hours of service.
Something like this should be common sense...
It would be helpful for those who get off from the bolt bus as well as those who are out at bars
My only other option is ride my bike and that's a death sentence on Rainier at night.
This is an important service that could save lives.
Make Seattle a real city. Expand light rail as much as humanly possible.
I was totally shocked it stopped running at 1230. That was a really bad decision. And, 230am is too early in my opinion. I'd like to see it run once per hour from 3am to 6am
I very much encourage SoundTransit to seek a solution to this. I'm super impressed by and proud of the work they've done on the ULink extension, and I strongly support making sure we extract all of the utility we can from it.
Yes, let's please make this a thing
This is a smart and safe move for our cities!
DUH
This is a no brainer. Come on Seattle.
Run until 3am.
I don't live anywhere that would be serviced by Link, but this is something good for safety and Seattle as a whole.
This is common sense. It will spur on the nighttime economy and keep our streets safer for everyone.
This would be a huge help to so many kids! Lets keep drunktards off the road!
Duh! This should already be happening!
This only makes sense. Why let taxis and Uber take all of the revenue the city could get providing a valuable service for people who are out late?
For everyone's safety!
This is honestly a no brainer. Cut down on drunk driving and make it easier for bar staff to get home safely as well.
As a food service employee who often worked after bus service ended, this would also help food service employees in addition to helping reduce DUI/DWI arrests.
Yes please! As a bartender it would be so much easier to get home
This is ultimately a safety issue, especially since many of the buses that normally serviced that area have been cut.
It would help to curb the amount of drunk drivers on the road especially since all the bars and clubs in the city close at the same time.
My husband can't even get home from the airport once his shift ends at midnight. They offer an "bus" at beacon hill. It's unsafe and ridiculous that a city this size can't even provide full service currently...let alone extending service past 2am. With our streets becoming more unsafe, we need this!
It would be awesome for people who have to catch 5am flights who don't want to hang out at the airport all night!
Help everyone be responsible.
Seriously, you'd make soooo much money. Why give it to Uber?
This is a community safety issue and increasingly important is our fastest-growing metropolis.
There should be safe affordable alternatives to driving after bar close hours not only for guests but employees, alike.
PLEASE FOR THE SAFETY OF US ALL PLEASE

These should be left running until after the bars close for a safe and cheap commute option!
Having the lightrail run after the bars close will greatly improve safety.
This is exactly the kind of thing we need to reduce drunk driving, and we should absolutely make it a priority. A dear friend of mine lost three generations of her family to a drunk driver, and another had his life derailed and needed almost two dozen surgeries and endured years of pain because of another drunk driver. We can stop this pain and loss; we just need to choose to do so.
We need something like this in the city of Seattle. It makes sense!!
Just Do It !
Light rail should run at 2am, 3am, 4am and begin morning service at 5am
I go to school in Capitol Hill but commute to the city. The later these services are provided, the more opportunity I have to stay in the city to help me succeed!
Let's expand mass transit service to hours that make sense for city living!
Let's keep our city safe!
It only makes sense, there would be thousands of riders on Friday/Saturday nights.
This is kind of a no-brainer.
Considering how so many people working in the service industry are being pushed out thanks to the ever-increasing cost of living in Seattle (specifically centrally), it would be really helpful if mass transit made it easier for people working in bars to get home after they're off work. Also, having this as a viable and easy transportation option for people that have been drinking would presumably help reduce drunk driving.
And also get wifi!
Making Annie Happy
Love it! Safety is key!
What a great option this would be for patrons!
I'm a bartender in the U district. I live on Capitol Hill. Please have the busses run until 2:30am. There are so many reasons why.
Keep the city safe after bars close!
I hope to have a public transit system that I would be able to use to get home from working late nights.
This is very important for a vital business community as well as public safety.
I'm all for this as a bartender!
Affordable and safe transportation options are important.
The light rail system is an integral part of the night life of a city and enables its ability to activate both its surrounding areas in an economical and social sense.
End drunk driving related accidents and fatalities.
and all public transportation, really
Lets keep people safe and happy!
Smart decision!
To pay for it, Tax it on the late night bars and businesses, Tax Drinks for LightRail Rides
For enhanced safety and reducing drunk driving, please consider this
Expanding hours also makes it easier for people who work late to commute
Let people ride whenever they want!
All for the longer hours, I work at the airport and live on capital hill, it would be a blessing for later hours for me and my wife waiting for me!
Even if it is a train every half hour or something, this would be so nice.
One of the big benefits that cities who actually invest in public transportation receive is a decrease in drunk drivers. Let's claim that benefit!
I wish more buses ran after bars closed. Please make it safer for people to get home by having the rail service do late night after bar runs.

I think it would be very beneficial for residents of Seattle to expand the hours of operation. Thanks.
and to help airline workers and passengers who leave work or arrive after midnight
please. please please.
This could save lives.
This is a no brainer.
I'm not sure this is the right way to do it, but yes please, especially for those of us who work the bars too!
Please help save lives!
We are getting a great transportation infrastructure in place. The middle of the night is when people are most at need of getting home safely, quickly, and reliably.
Garunteed to save lives
Save lives and prosecution fees^^taxes, DUH
The Light Rail should run all night. Why would you leave anyone stranded??
do it!
If this stops even 1 drunk driving wreck a month, it's worth the cost.
Keep the roads free of intoxicated drivers. Keep our public transit running late at night!
And the Express Buses!
I would much rather see drunks riding buses and trains than drunks driving!
Please help make our city safe by providing a safe, affordable public transport option for people heading home from bars! Thank you.
This is a great way to encourage people to spend their money and time in our city and not be tempted to drink and drive.
Safety first!
Come one, these are not edge cases. Make it work for everyone.
This was my first thought on opening day, that it seemed so strange that the trains didn't run past the times the bars close. Safety first.
please extend hours! i have racked up hundreds of dollars in lyft and uber charges since I dont own a car
Yes please for publuc safety and decency .
For the safety of everyone please have light rail run after 2am.
Let's keep people safe
Extend the light rail hours to after bar close to help with our states drunk driving problem!
This is a no brainer. How do other cities do it? Why must Seattle always half ass everything?
Keep the drunks off the road - put them on the train.
Please use this tremendous public investment to keep the public safe.
I live on the north end. Getting back would be a much appreciated amenitie.
Light Rail, night rail. Spend the money, provide the service
This is a college area! Help them make smart choices!
IT'S A BRILLIANT SOLUTION TO THE PROBLEM!!!
AS Light Rail links to one of Seattle's most crowded nightlife districts, please extend the operating hours to 2:30 or 3 AM so the closing crowds can ride it home. Another plea: flights that come in around 1AM can't use the light rail either - expanded service would be fantastic.
Compared to the overall cost of building and maintaining a transit system, providing limited service between midnight and 5AM provides a HUGE public benefit for workers, travelers, and people out for entertainment at quite a minimal cost. Do it.
As a bar manager, I don't leave work until almost 3am. It's insane to think that with the nightlife we have, to not have the options!
Get the light rail the longer hours that the citizens need!

Sound Transit 3 - Draft System Plan

Individual comments attached to Light Rail Extended Hours Petition for Draft Plan comment period

Sometimes you gotta wonder who makes these decisions.. 'Hay let's spend billions of dollars to build a light rail and then not use it when people really need it'...
Yes!!!
Maybe not 7 days a week but definately on the weekends!
Please!!!!
This should be a no-brainer! Why don't you want drunk and/or tired people driving or walking through urban neighborhoods at night when they just want to get home in the safest and quickest way? Isn't that a big part of what public transit is about?
Um, duh?
Please let light rail run 24/7 so we can all get home safe. Thank you
Please?
This is a safety issue--a no brainer.
Please make this happen. So important.
PLEASE
This would be of great service to our community.
I can't believe this wasn't even thought about. How absurd!
Please make this a thing! Cannot believe it is not already open late!!! Promise we will use it!!! Even to get home from the airport - it's not just for bars!!
Late night light rail to keep everyone safe!
Think that would be a great service.
Please do this
Please! Lot of people work after 10 pm. We pay taxes and want to continue to use public transit too!
no brainer right here
100% agree with this petition!
Bartenders need to get home too
Safety on the streets!
I am moving back to Seattle soon. Please do this for the safety of women everywhere!
Seems to make sense in a responsible city.
Do it
Keep the drunks out of the cars
Please keep lightrail open after bar hours. Let's keep people out from behind the wheel!
Important!
I have friends in the Seattle area and this would make it safer for them.
Come on.
Pretty please!!!
Makes sense since they cut out almost all the buses that connect the u district with downtown
It makes sense...
This is a no-brainer.
Save a life and hear this message!
Let's catch up with other cities who provide safe public transit 24 hours a day.
This is a great investment in keeping people safe.
This is also extremely important for red-eye flights!
Yes please and thank you!
Yes Please!
It's a no brainer...
it would make our roads so much safer at night
Although I don't live in Seattle, I'm over there all the time and this is a great idea

Sound Transit 3 - Draft System Plan

Individual comments attached to Light Rail Extended Hours Petition for Draft Plan comment period

Yes, this. Invest in your public transit, and people will use it.
Please expand light rail hours! Even by a small amount would save many lives.
This just makes sense.
I've never understood why this hasn't happened yet.
Light rail would be great running 24 hours!
Yes please.
This makes so much sense
Not just light rail -- this needs to be supported by bus service too. Many buses only run once an hour after midnight (if they run at all that late). All buses should run at the minimum frequency of every 30 minutes during their hours of operation. Asking customers to Wait 50 minutes in the dark for transit is not an acceptable offering from a public transit agency catering to an urban environment.
This is an excellent idea!
Let the people get turnt!
I have a lot of friends in Seattle, and I want them and their loved ones to be safe there.
Reduce DUIs, keep the light rail open past bar closing time. This is common sense!
Not only to allow people to get home from the bars but to allow people to get home from the airport!
Time to expand hours. Need later trains for the late night workers too.
Amen!
Time for Seattle to get late-night transport like most other major cities. It's a life saver.
PLEASE!
This only makes sense for public safety
Thanks for keeping transit available for safety and security for evening workers!
Please for the sake of peoples lives do this! Sure it might cost a bit more to run them that late but think of the amount saved in emergency personnel dealing with accidents, injuries and deaths
This makes sense. It will make our cities safer, and it well help with that all important liveability score for major cities. Pick up a few easy points.
It's just common sense! Put your big-boy pants on, Seattle! Act like the size of city we are!
More Trains!!!
it's only common sense .. we need cars off the road and DRUNKS off the road more ! wake up and get em running until three atleast ! ok /?? we will use it ! and it's as fast as you predicted and we love it !!
As a bartender in Capitol Hill, I would love to see this and potentiality other public transportation extend operational hours until well after bars have closed. Less people driving under the influence and safer streets after hours seem like the way to go.
If light rail operated after 2:00 AM it would reduce the number of drunk drivers on our roads. This would save lives and reduce costly vehicular accidents.
This is necessary.
help us have the opportunity to use this as a safe ride home!!
It is socially irresponsible to not have public transit readily accessible at closing time.
PLEEEASE
This is common sense!
People who work in nightlife should be able to use transit to get home safely.
As an AMR employee who often works night shifts, it is completely necessary to have as much public transit available to those who choose to drink late at night.
Please!
Reduce DUI's and save lives!!!
Why WOULDN'T the city run transit until after 2 am? Unless they were making lucrative money on dui's, by...that's ridiculous!

Please extend the operating hours to 2:30am!
It makes no sense to have a transit system that doesn't provide safe access home late in the evening - it sends the message that this city supports drinking and driving. Not all people will spend the money for a cab and it can be challenging to find one. I fully support this effort.
Also add more parking!!!!
A necessary service for the Seattle area.
I thought it odd that they didn't Originally run past bar hours! (I second the comment that people who need to get to the airport for a 5am flight wouldn't have to hang out there quite as long, too.)
If you're going to gut Metro to pay for Light Rail, then make sure the Light Rail actually does fills in some of the gaps. Keep people safe. Run the Light Rail through bar-closing time.
This should be a no brainer folks.
I would love my husband be able to get home if he has to work past 1am - which is quite often!
I care very much about everyone's safety!
I support this initiative and I would even be willing to pay an increased night owl fare to have public transportation running until 2:30 am on Fridays and Saturdays, and until 1:30 am on other days. Thank you for your consideration.
Lived in Seattle for many years and was always sad that the light rail was not available after I closed the bar!! (Bartender)
Been saying this about buses and light rail for years, this would be a game changer!
Whose ever idea this was, you're a genius.
Help keep drunks off of the road. You could run fewer trains and single track them if maintenance was occurring. Think like a real transit agency.
They've been doing it in London, Paris, New York, DC, and countless other cities for quite some time. It's time for Seattle to grow up.
This is a critical public safety measure
Begin earlier in the morning also for those who start work before 6am--hard to get to job sites downtown any earlier than that, always lots of people on first train of the day from Seatac at 5:04am that gets to Westlake at 5:42am. If it's late or you're away from the downtown core, you've got to run!
Great idea! Needed for safety
Duhhh
Public transport late at night is important!
This will reduce drunk driving incidents and also reduce the hassle of getting an uber or a lyft.
Public transit needs to serve the public as a whole not just commuters.
Please expand light rail hours!
Sincerely, Gregg Holcomb Owner, Witness Bar
Not just bars, there are family members who also get off work after 2a.m. that need to get home.
AMEN!!!!
This is a no-brainer.
This would be a great help to the community that is Seattle. It makes so much sense. Listen to the people.
This is so needed to prevent accidents and improve safety!
We need safe after hours transportation!
One of the best ways to invest in the communities are now part of, is to help their nightlife stay vibrant and safe!
How is this not included as part of Vision Zero?!
Yes, let the light rail run after hours!
Help keep drunks off the road.

The more cost effective we make it for people to get home with out driving, the less we will have to deal with drink drivers and their fatalities and accidents.
Need this to get to university
Yes, please! Even later trains on the weekends would be a huge plus.
Isn't this one a no brainer? C'mon it's like part of the point of having this in the 1st place
Please do
LITERALLY A NO BRAINER!
I love the light rail, am thrilled for the service it provides, but am flabbergasted that it stops when it does. If it could have late night runs it would help curb drunk driving and completely aviodable accidents by providing regular, accessible, safe and reasonably priced transportation for many who could use it. As a former service employee who worked very late nights / early mornings I would have been thrilled to have this as an option.
Public safety is the number one responsibility of government.
Yes!
Love the light rail, but being able to get home safely after the bars close seems like a no brainer.
I'm always disturbed that public transportation does not make eliminating drunk driving it's #1 priority. Frankly I think this petition is too mild; the light rail should be open until 2:45 am every day.
This has been needed in our community for far too long!
Duh..
And there are workers that get off at 1 and 2 am so think about us too
Part of the joy of having public transport, is not only getting to where you want to be, but being able to get home from there as well.
Employees of bars and late night restaurants would love to be able to use the light rail as well
That's the only reason i drive anymore to downtown is for late night events. Make it so we can all get home safely and think of the benefits!
7x24 service please!
How is this even a question...?
Buses should run that late too
I'd definitely use this light rail on Friday and Saturday nights -- i end up uberbing which is expensive!
This would cut down on drunk driving.
I find the fact that this is even a topic of conversation confounding. OF COURSE the trains should be 24/7. If not possible initially due to cost, then 3AM sounds reasonable. Come on, Seattle; we're almost there!
this is a very good idea that will cut down on drunk driving.
Less drunks on the road. Yay!
This is an important safety measure, and takes into account the amount of late night activity around Pike-Pine.
Light rail should run after bars close
It's the responsible thing to do.
Good luck.
Extend the light rail hours please
How many DUI-related deaths and injuries do we have to document before it becomes worthwhile to make public transit a good first option at ALL hours of the day?
Do it!
We ride the light rail from the airport to downtown when we want an evening out in this beautiful city. It would be nice if we didn't have to cut our evening short in order to make the last train to SeaTac.
I'd rather ride the light rail than pay triple for a cab or uber. Even nyc's ancient system has trains that run until 3am. We can do better than that.
Less drunk drivers!
Just like free buses on new-years. It is smart to be safe!

Seems like a no brainer to me.
I think this is a great idea. We need to limit drunk driving in this city as much as possible. There aren't enough good affordable modes of transportation in Seattle.
As a woman who doesn't drive, Metro for the last 20 years has nwnn my primary source of transportation. And while I am not out at the bars much, in my 20s I would take the 1:30 am cross town 71 to my neighborhood weekly. And now my 71 doesn't go downtown, but to tbe light rail. Which only runs till 11? Many people who enjoy tbe night life, including tourists, will be stranded downtown and forced to pony up for cabs or uber, which I often can't afford, or accept rides home from friends who have also been drinking. Keeping rhe kight rail going till 2 would take a huge chunk out of drunk driving! Please extend the hours!
This is a common sense move that will be good for the city.
This is an important service that can save lives!
Public Transit should run after bar close. Inebriated people are the people who shouldn't drive. Having a Light Rail means connecting people to neighborhoods and neighborhoods thrive on their night life.
I would love to see this service in Capitol Hill. It would make getting to and from there easier on weekends. I think it would also encourage people to go there who have far to drive.
Keep running until bars close! It will reduce crime and dui's
Absolutely, definitely, for public safety, the Light Rail system needs to stay in operation for the bar crowd to get home. And, remember, that the employees working late need to get home safely as well
If we want to decrease drunk driving and traffic congestion inside the city limits, it is imparitive that public transportation function when peoole want to go home. Offering a one way ride to the destinarion, but not home, defeats the purpose. The light rail needs to run until after 2am.
Think this thru-save lives now!
This is a must!!! Big City Thinking
The current plan for the light rail hours should be extended to allow safe travel for people later in the night particularly on the weekends when people tend to go out late. I think this is a matter of public safety and good community service.
It's a safety issue
EXTEND SERVICE PLEASE!
this only makes since to offer rides home to the tired and perhaps impaired patron.
the light rails are already the quickest and easiest way to get around the city. as the system continues to grow it will only become more useful. please let the light rails running late!
Make the light rail even better!
Do it
Light Rail is a huge addition to our options, but running later will benefit a lot of people (as well as help with those late flight arrivals and trying to get home)!
Especially as someone who lives and socializes on the Hill, I'd love to see fewer drunk drivers endangering lives by offering later train service even if only Thu, Fri, and Sat nights.
Would be nice to see the system run till 3am
This shoulda been done 50 years ago.....DO IT NOW..
I manage a bar. For the safety of my guests it is important to have reliable public transportation for when I close.
Run the light rail during times of bars closing so there is not so much drunk driving!
Make the streets safer!
As a bartender living near one of the future sites for the light rail, having the rail run after 2 would be extremely helpful for myself and my customers looking for a safe way home
PLEASE! We need this.
I worry about more dangers at that time but still supporting
Please provide this service, Let's help people be safer

I use the light rail frequently, often to get food after a Sounders game. It would be so much safer for people to take it instead of driving home post party.
This could save so many lives... it just makes sense.
Let's take care of each other!
I've lost multiple friends to Drunk Drivers. Let's not lose any more people.
I am in the spirits business and believe we should get people home safe any way we can.
I live in NorCal now, but I lived in Greater Seattle Metro area for seven years, and always thought it was ridiculous bus service didn't run till the bars close
Most if not all, other countries have something like this already in place. Especially since Washington is moving toward a zero tolerance policy.
Don't forget about the service industry folks that also need accessibility to transportation!
Good for people leaving the bars late, good for people who work in the service industry, or are just trying to get home at night! Quick and safe for everyone!
At the very least, do a trial period. Couldn't hurt, might even save lives!
Many people go to/from work or need to get to/from the airport between 1am and 5am. Service in these hours would be very beneficial.
I am a bar employee and often not off from work until 3am. I'm either forced to walk a mile and a half or spend money on a taxi, which I prefer not to do. As a 23 year old female without a masters in karate, walking that distance is often unsafe.
This is a no brainier
Transit should run later to encourage people to us it!
This is a no brainier! Great idea!
YES!
Please help decrease drunk driving.
It is so needed!
Fantastic idea!
There is a real need here for public safety!
And have extra security on hand at late night hours
Please extend the hours!!
Let's cut down on drinking and driving as well as offering an affordable way to get home.
A necessity for a progressive city. Please consider the impact it would make for people who need efficient transportation without crowding already busy roadways and streets.
Yes we need this
Reduce drunk driving/ biking by giving people a safe option to get home. This is a great way to support Vision Zero.
Please!
It only makes sense to provide a safe means of transportation for people returning home after the late night venues close. Keep them out of their cars!
YES! PLEASE!! FOR THE SAFETY OF ALL!!!
Let's make Seattle night life more fun and create new markets for local transit!
the more hours the more riders
This is a no-brainer. In fact, it's pathetic Sound Transit doesn't already do this.
I work late nights and I need safe and reliable transportation home.
Please take some drunk drivers off the road!
If you want to curb drunk driving, which would be responsible civic policy, you have to keep the light rail open until 3 AM.
Please extend light rail hours!
Keep light rail running past an early bedtime to encourage less drunken driving

Sound Transit 3 - Draft System Plan

Individual comments attached to Light Rail Extended Hours Petition for Draft Plan comment period

Please extend the light rail hours as it will help me get home on my late shift much easier.
This should be a no brainer. Let's help prevent drunk driving and make it affordable for people to get home.
The light rail and the #44 to Ballard should have extended hours, at least on the weekends.
This is just common sense. A total no brainer. No reason in the world it shouldn't happen.
Even running trains once an hour will ensure people have a safe route home and use light rail more frequently.
People out drinking in the neighborhoods served by light rail should have a safe option home, but so should people working at the bars in the neighborhoods served by light rail. Light rail (and regular bus route) should run until at least 1 hour after last call. Or, to be honest, move last call to an hour before most transit stops running.
This is critical now that the Capitol Hill station is open.
This would be useful! I might actually use the light rail if it ran past bar close time.
As someone who offer works late hours this would make a major difference in my life.
So important!
Yes! Even 3 am!
Extending only weekend hours would be a good initial compromise, and would require shortening the maintenance window only on the weekend, until ST can figure out how to accommodate it the rest of the week.
When I lived in the city this would have been amazing! I'm moving back in a month and to be able to ride the lite rail later into the night would be fantastic!
Please run later!! It will reduce drunk driving!!
Prudent, no brainer! Please make the city safe for folks who do not keep regular hours in general, regardless of whether or not they are out drinking!
With rideshare services raising prices at peak hours to finominal rates (around \$200 for me to get from Capitol Hill to seatac) and most bus service slowing or stopping later in the evening, it's important to provide a safe option so people don't opt to drive if they plan on drinking.
I have worked on Seattle for in the service & bar industry for years. It is dangerous and expensive to get around the city after closing time. Please keep the lightrail open late!
Bartenders and late night workers deserve low cost transportation!
About time the city got serious about public transport. Please do this.
Please!
This would improve safety so much! The first thing I looked for when I saw the train schedule was late night rides. I was pretty disappointed to see that they were not available.
I often fly back home to Seattle on Sunday nights. I've missed the last departure at 11:49 p.m., but even that train only goes as far as Beacon Hill. It would be great if the last trains departing Seatac were closer to 1:00 a.m.
I live directly opposite the station and want the station to stay open longer to have a better night life in my community!
Extending hours til after bars close may reduce drunk drivers on the road. Extending hours would be a valuable service. Please consider. Thank you.
Makes sense to me
Its a great. Idea!
This only makes sense, come on city of Seattle!
To prevent drunk driving. This needs to happen.
I took the light rail to Capitol Hill from Rainier Beach this Saturday night. I didn't have to park my car, was able to have a meal and a cocktail. When I left the bar at 2am I saw people stumbling into cars and the smarter ones into cabs. A \$45 Uber took me home but not the light rail...which makes so much more sense!
WHY WOULD WE NOT DO THIS
No brainer

Let's also consider those who have graveyard shifts who work near the stations (for example, UW Medical hospital). An extended hours of operation will surely reduce the number of accidents related to DUI and in general, offer a safe and reliable transportation for the citizens of Seattle.
Keep drunk drivers off the road and get them home safe.
Beacusr it's good for public safety!
It will cut down on drunk drivers
I am still a tax paying citizen of Washington State and live in DC because of the military. It will really help to stop drinking and driving in Washington State.
This makes sense and will save lives.
We need this! It will help keep our roads safer for all drivers
Such a great idea!
This really should be a no-brainer.
It should be table stakes.
this is RIGHT ON!
This is absolutely necessary!
Please consider helping to prevent drunk driving at bar closing time.
Please and thank you
why is this limited to just after bars close, they should run every hour once a night between 1 - 4..they are doing a terrible disservice to people who work at the airport and people going to the airport for early flights
May save a lot of lives too.
i want to get drunk and not kill anyone and this sounds like a good way to do it
Please add late night services
We need this to happen!
We need mass transit! Mass transit= around the clock running times
For the sake of community safety in an increasingly dense city, please do this!
It's an easy, logical decision.
This is a no-brainer!!
Please get light rails open after 2am or 3am for device folk and drinkers!
Do this if at all possible!!
Late night service would benefit all of us by giving people a safe way home after a night at the bar. This service would also help bar employees who need to make their way home after the bar closes.
Light rail is the future, please expand operations to include late night service, thank you!
3 am last train on weekends - 2 am on weekdays. Would be so helpful to so many.
If we're going to commit to light rail, we really need to make it run 24 hours. Seattle is a 24-hour city.
This is the right thing to do
No brainer
You have the ridership. Let's prevent drunk driving.
Why does Public Transit Close down. They want people to drive intoxicated?
This would cut down on so much drunk driving.
I can't use it if it doesn't run later.
This is super important. Public transit needs to run after bar close. It will expand its usability immensely.
Excellent idea!
Anything to support the no drinking and driving cause is worth it.
It would be amazing to catch the train home to the U from Capital Hill when I get done bartending.
Please help protect lives and give people a safe alternative for rides home.
Great idea!
I've been saying this for year!!!

This would be awesome and help keep drunk drivers off the road.
What a great way to reduce DUI/Drunk Drivers. Do it!
This will reduce the number of impaired drivers on the road and will support vision zero!
Certainly, Capitol Hill's nightlife is one of its primary attractions. Give the people a ride both ways, please.
Lets act like a Real city
This should be a 24/7 service. It cost enough of the tax payers money to be one.
This seems like a duh moment.
Don't be Boston.
It is very important that people can get home by public transit at all hours, especially late at night.
Extend the hours though maybe make it come less often when bars close.
Please help save lives. Keep the light rail running after the bars are closed. And please do a better job regulating the ticket payment process. Thank you!
Why not for weekends at least?
Common sense.
As someone who works late hours, most nights not getting off till 2-2:30, this would save me hundreds of dollars monthly in Cab/Uber/Lyft rides.
Some of us work till 1am and miss the last train often. With this modern transportation system, we should have modern hours. I know that Metro is the holdup, they refuse to shut down the tunnel later for maintenance.
Would ai in my decision to move to the city!
It makes perfect sense. Help get drunk drivers off the road!
This makes total sense!!! Join the 21st century and lets keep people from getting behind the wheel, and off the streets!
I work in Seattle and do business there so care very much that this is available for myself and my friends.
Lets keep drunk drivers off the street. Public transit after 2am is a necessity in this town and the public's needs should be met.
This will help keep the city safe! Thanks!
Dinner, concerts, walks along the lake all become amazingly better and more accessible if the light rail is available later. And for 3rd shift people at UW. It is very important.
Please keep all public transportation going until after bars close! It will make the city safer and provide safe transportation for patrons and workers alike.
This is the right thing to do. Even later would be great even if it were limited service.
Let's be like most other big cities on earth
Yes
For safety keep them open
I've always thought this was an issue. Let's be a real city for once and a viable transit option!
Please run until after the bars close. Thank you.
This makes so much sense. Connecting to red-eye flights would be a huge secondary benefit. As a Capitol Hill resident, I can see major overall improvement in the 2am street scene with this.
Save lives! Lower drunk driving
At least once after 2:00 am!
Yes! It will save lives
It's not just for bars, that'd be outrageous. I personally don't drink but I know I would use it for business quite frequently, especially for my red eye/returning flights.
On a side note it will drastically limit drunk drivers in the road, which can be greatly appreciated by everyone.
PLEASE
This makes since and is responsible!
Safety of our late night workers!!

Sound Transit 3 - Draft System Plan

Individual comments attached to Light Rail Extended Hours Petition for Draft Plan comment period

This seems like a no brainer. Keeping the service running one more hour would be worth it purely for the service to the community, but the number of customers in that hour would surely pay for it as well
Running later hours is safer and more cost effective for riders and ST alike. It also means even more people can ride in general. Any cost qualms should have been considered during initial budgeting. It just makes sense.
Some people have to depend on public transportation at all hours and it would be safer considering some of them are female.
It would be nice to keep it open even later so all of us that serve and tend bar can have a safe way to get commute home after work with out having to spend a ton of money on taxis/cabs/ubers etc. But 1:30am and 2:30am is a GREAT start.
This is not only a matter of choice, its a matter of public safety. The light rail is there and it should be available for when the bars close.
This will also help cut down on violent crime and vandalism as people won't be wandering around after closing time.
Yes, it's a public a safety issue.
the whole point of rapid transit is to get people off the roads. keep the light rail open until the bars close please.
Very important for keeping drunk drivers off the road.
Light rail should run 24 hours. Every 30 min from 0230-0500
It Ain't just cuz people drink it also will help the people who works after hours to came home!
Especially with the expansion from Cap Hill to UW, this would help all those kids get home safe.
It should enable citizens of this city to get around/home safely at any hour. If it is necessary at 4:00 or 4:30 in the morning, then why should it stop at all? A 24 hour light rail service for the 24 hour city that we've become and trend closer to every day.
Wonderful idea!
A Bainbridge Islander can catch a ferry home later than a train rider.
This isn't just for drinkers. Need coverage for after late performances.
This will save lives
I'm signing because as a sober person I feel like this is a great way to help keep drunk drivers off the roads. There is an obvious need for this, do the right thing.
Why this was not part of the original plan, I can't even fathom.
Had to take a taxi from the airport rather than rail because last train is at 12:45. It's not just about getting home from the bar!
And Airport coverage.
Please extend there you run :...
Don't forget about the people that work at night, including restaurants/bar employees in the service industry and medical workers. They deserve public transportation, too.
Would be nice to have a later train to keep more drunks off the road, last train should be 230am Earlier train to the airport from U dub morning as well.
I move to have the light-rail run 2 an hour minimum everyday.
sorry uganda has no zip code but please let the rail ssystem go all night cause i am movine to country exchange student and want party all night.
I support later service hours.
Cut down on dui's!
For safety reasons light rail should run after bars close
Why would we install a light rail and not have it run late? Wasn't that the point in the first place? It will help keep people from driving drunk.
A safer and more affordable way to get home of you're not able to drive.
We need this... It will save lives.

And a little past that for bar employees!
It only makes sense!
This should happen!
Imperative!
Service industry people need to get home after work too.
It would make a real difference for public safety if trains could run until after the bars close.
This would be huge not just for the people who take advantage of the Seattle night life, but also for all the folks that work to support that night life. Not to mention plenty of other odd hours jobs in the city. Even having limited service after this time would be very useful.
A must to keep people safe!
This is the smart choice for saving lives & keeping safety a priority for everyone.
a city essential.
Please keep our streets safer on weekends by offering light rail transportation after bars close
There should at least be one, final late night run so that people have an easy way to get home if they cannot drive. Let's encourage people to take a safe, affordable alternative!
Night crew needs trains too!
I think this would be a grand idea and most cost efficient from a consumer standpoint.
This will save many lives.
Don't worry your little heads about putting "stress" on private transportation or on Metro (which is being phased out anyway in favor of Link). If you want to claim to be "serving the public", then follow ALL THE WAY THROUGH. I know - that's not "The Seattle Way"; it's the RIGHT WAY, a concept and practice that shouldn't be as alien to local practice as it has come to be.
I am signing this to have Less drunk drivers on the road and a better nightlife scene in this city! Musicians would be helped by this being able to stay until we get paid and get home safely.
Do it for ST Express buses, too!
good idea!
It's a definite public safety issue on many levels.
For everyone's safety, keep the trains running.
Also, busses. Even if you just have one or two busses that run at 2am/2:30 am to get the drunkards home - would make it so much better, safer and cheaper for everyone.
Thank you.
Seems very reasonable and the logical thing to provide for the citizens of this great robust city.
I dont go out to late movies for the simple reason I cant safely get home to the rainier neighborhood because the train stops running. Additionally twice a week I work downtown until 2 am, having the train operating later would mean I dont have to take an uber home on those nights!
Yes please! Make the train as effective as possible and let's keep people off the road, drunk and sober.
To keep drunk drivers off the road & to help restaurant workers/servers get home safely.
Common Sense
This will mean dealing with drunks on the train, but that's better than dealing with drunks on the road!

Half the people who use this new line will be accessing entertainment on Capitol Hill. Let's ensure that they, and those who serve them, are able to get home safely at night.
I would love if this happened. I my would allow us to go out on the town more often without worry of how we are getting home with out having to make someone designated driver as well. Also would open up more work options for me in the future.
Thousands of Visitors each day use the light rail to get to and from work..some of those visiteres are also employees of bars downtown who need that same transportation to get home after the bars close! So both the Drunken Patrons and the Bar Staff need that Light Rail to be open longer!
Makes safe sense
this is absolutely necessary. reconsider changing the hours of operation to accommodate those with a viable, easy option to experience night life responsibly.
PLEASE!
Even if the bars pay a little into funding for these hours... this just makes sense!
This will save lives, both from drunk drivers and by providing safer travel for women. Frankly, even if it stops 1 drunk from killing someone home on the night shift it is worth every penny spent.
Public safety!
I think it's essential, to have this running all night. There are people, that work 2nd & 3rd shifts.
This should have been happening from the get go!
A sensible idea, it should be done.
please don't forget all the hard workers in the food and bar business - they always leave for home after the patrons
Light Rail now, for everyone, all the time!
Thank you
it would not make sense if there is no night service...
Absolutely yes!
There is no reason for this to be a matter. Light rail should be open after bars close.
Expand hours to provide service after bars close and to aid travelers to the airport to catch 6 a.m. flights.
This would allow people an alternative to driving their car home after a show or after a night on the town..and would greatly decrease drunk driving incidents in Seattle.
This makes so much sense to me, and it's time that our community has a safe means of transportation when we're most vulnerable, and the proceeds can go back to the community to help our city. This needs to happen , and there's no logical reason for it not to.
This could have a huge impact on public safety by giving drinkers more transportation options.
Light Rail: Run After Bars Close!
This makes complete sense on the weekends.
It makes sense!
Save lives and help protect our young people
This is an absolute must.
This shouldnt be a petition because its common sense that this should already be happening. You want to stop drunk driving? Then give people and option ti get home that doesnt involve driving or taking an overpriced taxi
yes please

Sound Transit 3 Draft Plan

Form emails

"Please increase investments in biking and walking"

First email submitted 4/13/2016

Cascade Bicycle Club | 50 contacts

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

"Please increase investments in biking and walking"

First email submitted 4/13/2016

Cascade Bicycle Club | 205 contacts

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access) so that I can safely, affordably, and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million dollars. This is possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Increasing non-motorized access allowances in individual projects.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.

Increasing biking and walking investments helps Sound Transit 3 get more people moving. The success of transit can often be limited by making it hard to bike and walk to a bus stop or light rail station. It supports Transit Oriented Development and affordable housing around stations --- It supports healthy, equitable communities --- And, it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

"ST3 Proposal Comments"

First email submitted 4/19/2016

Sierra Club | 338 contacts

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Projects where ridership is high and the cost-effectiveness per new rider served need to be accelerated so they can be open to the traveling public sooner than the proposed timelines.

In the final Sound Transit 3 package, I would like to see several changes to improve the environmental benefits of the projects and help make the transit system investments build great, vibrant neighborhoods along the routes. Specifically, I urge you to make these changes to the ST3 plan:

- ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly. Investigate using county and city bond financing capacity to accelerate design and construction.
- Accelerate the Downtown Seattle to Ballard line by connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place and defer a second Downtown transit tunnel to later.
- The University of Washington to Ballard and the West Seattle to Burien routes should be accelerated as much as possible by including environmental studies (not just investment studies) as part of ST3.
- Locate light rail alignments where potential for creating compact walkable communities is greatest; don't site the lines along major freeways.
- Free parking at rail stations is not sustainable, and the amount of parking proposed to be built takes too much money away from transit system expansion. Sound Transit must charge for the parking it provides at the stations, and use the revenue to fund improvements for local bus, biking, and walking near the station area.
- Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the R-05 System Access Fund to fund improvements in access to stations, both existing and new ones added in ST3.
- Build the Graham Street infill station as soon as possible. Include a 130th St. station as soon as possible and route the SR 522 bus rapid transit line through Lake City to this 130th St. station to connect with light rail.
- Acceleration of a light rail or electric bus line to connect Bellevue and Kirkland should be part of ST3 planning.
- Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations.
- Prioritize Sounder South all-day, everyday service where stations are located in valley cities with well-connected street grids over the south extension of light rail through auto-oriented strip malls near I-5.

Thank you for making the ST3 plan more sustainable for the region.

"ST3 Public Comment - Transit Oriented Development"

First email submitted 4/25/2016

Unknown source | 72 contacts

Dear Sound Transit –

I would like to add my support for the Sound Transit 3 draft plan and provide my input on how to make this an even more effective plan. I strongly support the continued build out of light rail across our region, improving and increasing ST Express service, as well as more frequent Sounder Commuter Rail service.

I believe that Sound Transit can improve the system plan for Sound Transit 3 through better and stronger transit-oriented development policies. The policy should be updated to reflect the need to build transit-oriented communities. This means alignment decisions should prioritize creating transit oriented communities, moving away from freeways and into areas that are planned for development and growth.

Transit-oriented communities are successful when access to and development around high-capacity transit is prioritized. This means Sound Transit should continue to acquire property that is sized and shaped to provide the best opportunities for development. Sound Transit needs to update its disposition policies to reflect the authorizing language that prioritizes affordable housing and the disposition of property below “market rate” for affordable housing.

By prioritizing transit oriented communities, Sound Transit can build upon its commitment to providing a robust transit system that serves all residents in the region. I request that you strengthen your pledge by setting out principles in the draft plan that achieve the above goals.

Thank you

“Please invest in health with Sound Transit 3”

First email submitted 4/25/2016

American Heart Association | 20 contacts

Dear Sound Transit Board:

As a volunteer for the American Heart Association, I urge the Sound Transit Board to increase investments in biking and walking (non-motorized system access).

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million to fund multimodal access to the Sound Transit System.

Increasing biking and walking investments helps Sound Transit 3 get more people moving! Individuals with sedentary lifestyles are at increased risk of chronic disease including cardiovascular disease.

With Sound Transit 3 we have a chance to build in opportunities for physical activity throughout the region's transportation system. Walking and biking investments will create healthier communities and a safer, more accessible transit system.

As you craft the draft plan for voters to consider the American Heart Association urges an investment of \$500 million in walking and biking access to transit.

"Increase investments in safe routes to transit"

First email submitted 4/27/2016

Cascade Bicycle Club | 231 contacts

Dear Sound Transit,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. I strongly support the expansion of light rail across the region and want the Sound Transit Board to increase investments in biking and walking so that I can safely, affordably and easily get to transit.

In the final Sound Transit 3 package, I would like to see the total walking and biking investments increased to \$500 million. You can make this possible by:

- Increasing R-05 (System Access Fund) to improve biking and walking to more transit stations, whether existing or to be completed in the future.
- Making parking more efficient by pricing parking and using a portion of the revenues to fund improvements for biking and walking around the station area.
- Requiring parking studies of all new parking facilities before they are built and allow flexibility to use parking investments to be used for improving access via biking and walking.

Increasing biking and walking investments will help Sound Transit 3 get more people moving — ensuring success of Sound Transit by making it easier for more people to access bus stops and light rail stations. Increasing bicycling and walking connections supports transit oriented development and affordable housing around stations; it supports healthy, equitable communities; and it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound region.

Sound Transit 3 Draft Plan

Comments from translated surveys

A version of the online survey was translated into Chinese, Korean, Russian, Spanish, Somali, Tagalog and Vietnamese. 104 people submitted a response to the translated survey, including 57 comments. Comments were made in Chinese, English, Korean, Russian, Spanish and Vietnamese.

Survey Language	Comments from Translated Surveys
Chinese	No plan will be perfect. Just start, improve and add bit by bit. Seattle really need public transportation.
Chinese	Cost too much!
Chinese	Very food
Chinese	Its about time to have it up North and connect to East side
Chinese	very helpful
Chinese	<p>我個人非常贊同這些計畫。我來自台北/台灣，也經常有機會往返香港，我們深深體會捷運/輕鐵帶給大眾的便利。大西雅圖區在這些方面真的需要加油。我們的高速公路實在塞車塞的不像話，這其實不只是浪費時間（時間=\$\$），也浪費能源（汽油=\$\$）。不只是高速公路塞車，本地的公路，例如 Lake City Way.....</p> <p>也是塞的讓人「頭痛」。希望西雅圖地區的輕鐵系統能早日完工，也能不斷發展，能為上班、上學、機場往返的人們帶來更多的便利。不用擔心\$200，西雅圖選民有錢！</p> <p>[Personally, I would very much agree with these plans. I came from Taipei/Taiwan, and travelled frequently between Taiwan and Hong Kong. Deep down, I knew what a convenience that MRT and LRT could bring to the public. The Greater Seattle area really has a lot to do in order to catch up in this regard. The traffic jams in our highways are just outrageous, which is not only a waste of time (as time equals money \$\$), but also a waste of energy (as gasoline equals money \$\$ too). In addition to the highways, traffic jams also impacted the local roads, such as Lake City Way jams...which has been a big headache as well. We truly hope that the light rail system in Seattle area can be completed as soon as possible with continuous development. As such, it will bring more convenience for those who are going to work, schools and travelling between home and airport. There is no need to worry about the \$ 200 fare, as Seattle voters have money in their pockets!]</p>
Chinese	The east side (other than Kirkland and Bellevue) doesn't have a lot light rail line.
Chinese	I feel like the planning and building process is extremely slow. At this pace it can not keep up with the population that is moving to Seattle currently from other states and countries. By the time this is done, there is a new wave of population and it will need to expand again. I hope this is a 100 year plan.
Chinese	<p>快捷巴士公交系統 很不錯 · 我会愿意乘坐</p> <p>[The BRT (Bus Rapid Transit) is a pretty good system, I would be willing to take it]</p>
Chinese	<p>還要再多繳稅阿.....。</p> <p>[Oh, it looks like there are more taxes to pay...]</p>
Chinese	No legend so don't really understand this graphic. There needs to be rail/sub-terrain route east-west from Ballard to UW at least. Buses along 45th are always stuck with surface traffic, no use.

Chinese	可否加快輕軌的班次和輕軌的速度 [Is it possible to add more light rail schedule and run the train a bit faster]
Chinese	我觉得西雅图的北部很重要。我们Lake City 人口经常用公共共交站。所以我们需要520和130 Station 的进步。 [I think Seattle North is very important. Our Lake City people often use public pay a total station. So we need 520 and 130 Station progress.]
Chinese	Good. To solve the I5 north- south and 405 traffics should be first considerations
Chinese	Love it.
Chinese	Very good
Chinese	I think this will dramatically improve sound area traffic condition, and help spread working office from the dense collective area to more spread area to reduce the crowd downtown Seattle area and downtown Bellevue area. And the link between Seattle and eastside will help reduce the traffic at SR520 and I-90. Hope this plan can be approved soon and finish construction soon.
Chinese	I live in Mill Creek (35th and Seattle Hill Road) and work in downtown. I love the ideas of the light rail. However, we also need to solve the problems for Park and Ride issues. Ash way park and ride is full by 7 am in the morning. We need to increase the parking slots close by the light rail stations. There are many new homes are built in Lynnwood. We need to increase the parkings in Park in ride (multi levels parking garage)
Korean	점점 교통체증이 심해지는데 대중교통이 계획대로 된다면 아주 좋은 일이라 환영합니다 [As the traffic congestion is getting more serious, I welcome the plan if it will resolve public transportation issue.]
Korean	아주 좋습니다. 꼭 실행되었으면 좋겠습니다. [That is very good. I hope it will be for sure implemented.]
Korean	I really don't see a clear reason to interconnect all small cities in puget sound area why not try to focus to centralize to down town Seattle and its sub cities. Connecting some eastside cities to down town is a great idea. However, I don't understand why the proposal showing connecting all cities out of Seattle metro area. Think about suburbs park and ride etc...the life style here other than downtown still requires cars to move around. I lived in NYC, downtown Chicago and LA. Other cities seems to be successful except LA. Think about how much population will use currently proposed routes. People from small cities rely on cars because of the density of population and the living environment.
Korean	I hate it. You guys waste money with little ridership. Knock it off. You destroy business and waste tax payers' money. I don't support.
Korean	교통체증 문제가 해결될거라 생각하지 않습니다. 반대합니다. [I don't think the traffic issue will be resolved. I don't agree.]

Sound Transit 3 - Draft System Plan

Responses to request for additional feedback in the translated survey

Korean	I don't understand the map because it doesn't explain what is what. What does the blurred purple line mean? What's the difference between those two types of purple? What's the difference between train in purple and green? What's the grey line? I just don't understand and cannot give a right feedback.
Korean	좋습니다. [That is good.]
Korean	Good.
Korean	looks good to me. :)
Korean	I like the plan.
Korean	I believe Seattle needs some improvement in public transportation system, for both Seattelietes and visitors. I will do whatever it takes to improve the system, tax of 200\$ a year would not be a problem for me!
Korean	Need more parking to get on and off the Link in east side
Korean	I totally love this plan!!
Korean	Good. We need more parking space for Park and ride
Korean	Good. Hope to extend for south puyallup.
Russian	То, что надо! Если что, надо еще расширить проектированную схему поездов и ускорить темп застройки .Нельзя ли использовать доходы, полученные за проезд платных дорог как часть финансирования? [Just what we need! The projected train network may need to be expanded and the construction expedited. Would it be possible to use the toll road revenue for partial financing of the project?]
Russian	We definitely need light rail or some other train connecting DT Seattle and DT Bellevue. It was a huge relief to have a train connection with UW
Russian	The Ballard and West Seattle light rail connections should be given top priority, and be built much sooner than proposed.
Russian	good plan
Russian	People who are in need of public transit are willing to pay more. People who are not commuting - will ask "why should we pay?" Need to find tax level tiers to satisfy both groups, do not tax everyone equally.
Russian	Я практически не пользуюсь общественным транспортом. И пока не планирую начинать. Возможно, если сеть будет более удобной, я буду чаще пользоваться. Представленное на карте выглядит рационально. [I hardly use public transport and it's not likely to change soon. If the network became more convenient, I would possibly use it more. The map seems to be well-planned.]
Spanish	Pienso que lo que se necesita es más frecuencia en las rutas que ya existen [I think that what's needed is more frequency in the already existing routes.]

<p>Spanish</p>	<p>Él tren es de masiado lento para mi es mejor él bus me deja mas cerca de mi casa aunque también es terrible tener que soportar a personas fumando personas alcoholizadas y drogadas incluso usando mariguana en él bus frente a todos incluyendo niños y todo que por que es legal tal vez para ellos es legal pero para mi que husen drogas frente a niños es lo peor</p> <p>[The train is too slow; for me it's better to take the bus, it takes me closer to my house, although it's terrible to have to put up with people who smoke, are drunk, and use drugs, even using marijuana on the bus in front of everybody, including children and all just because it's legal. It might be legal, but to me the fact that they use drugs in front of kids is the worst.]</p>
<p>Spanish</p>	<p>Todo depende de si van a comenzar a hacer mejoras en ls ciudades fuera de Seattle. Ciudades como Bellvue, Redmond e Issaquah así como las ciudades en el sur del condado King necesitan de este servicio más que la ciudad de Seattle. Si comienza por cambios en estos lugares estaría de acuerdo con apoyar esto.</p> <p>[It all depends on whether they are going to make improvements in the cities outside of Seattle. Cities such as Bellevue, Redmond and Issaquah, as well as cities to the south of King county need this service more than the city of Seattle. I would be willing to support this if they would start making changes in these places.]</p>
<p>Spanish</p>	<p>It would be a great way travel to and from Seattle, better commute times and easy tontake</p>
<p>Spanish</p>	<p>A mi me beneficia mucho usar el bus..pero para ir a mi trabajo. El bus que me acerca mas me deja a 30 minutos caminando..y con la lluvia pues es mas complicado. Vivo en Renton y trabajo en Issaquaa...</p> <p>[It is very helpful for me to take the bus, but [only] to go to work. The bus takes me closer, but I still have a 30 minute walk... and it is complicated with the rain. I live in Renton and work in Issaquah.]</p>
<p>Spanish</p>	<p>Es muy importante que incrementemos los servicios de transporte público en nuestra región. Particularmente en áreas donde viven personas de bajos recursos que no tienen otras opciones de transporte. Apoyó el plan y me gustaría que pudiera ser terminado más rápido pero entiendo que se necesitan muchos recursos.</p> <p>[It is very important to increase public transportation services in our region. Particularly in areas where low-income people live, and don't have other transportation options. I support the plan and would like to see it completed sooner; however, I understand that many resources are necessary.]</p>
<p>Spanish</p>	<p>Más vale tarde qué nunca.</p> <p>[Better late than never.]</p>

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Spanish	<p>Me gustaria que el plan tuviera modificaciones en el tiempo de implementacion donde haya mas enfoque en expansion de link light rail y el Sounder al sur de King County y Tacoma en el menor timpo posible.</p> <p>[I would like to see modifications to the plan during the time of implementation where there is more of a focus on expansion of the link light rail and the Sounder to the south of King County and Tacoma in the shortest time possible.]</p>
Spanish	<p>Seattle es una gran ciudad y es increible el pesimo servicio de transporte publico de muy mal servicio y muy alto su costo , seria muy bueno que en un corto plazo solucionen ese prolema de trafico y construyan un buen sistema de transaporte en varias lineas y rutas del tren ligero como link , pero a bajo costo porque es muy costoso ahora</p> <p>[Seattle is a great city, and it's incredible to see the dreadful public transportation service, with very bad service, and at a very high cost. It would be very good to solve this traffic problem in a short time, and build a good transportation system on various lines and routes of the light rail, such as link, but at a low cost, because it is very costly now.]</p>
Spanish	<p>Malo, dejar la conexión entre Ballard y Downtown para el 2030! Cuando es ahora que mas se necesita.</p> <p>[Bad, leaving the connection between Ballard and Downtown for 2030! When it is now that it is needed the most.]</p>
Spanish	<p>Si, me gusta la idea porque mas personas usarian transporte publico y se evitarián grandes congestiones de trafico,</p> <p>[Yes I like the idea, because more people would use public transportation and large traffic congestions would be avoided.]</p>
Spanish	<p>Me parece muy bueno, PERO, Necesitamos que el Tren SOUNDER funcione los fines de semana. Es muy importante para los que vivimos en el Sur, podernos transportar hacia el norte sin auto. yo creo que el Sounder debería tener mas viajes entre la semana y trabajar los fines de semana tambien.</p> <p>[I think it's good, HOWEVER, we need for the SOUNDER to work on weekends. It is very important for those of us who live in the South, to be able to travel north without using a car. I think that the Sounder should have more trips during the week, and also work during weekends.]</p>
Vietnamese	<p>ST3 có hay không cũng chẳng có quan-trọng gì khi giờ phục-vụ thay-đổi liên-tục làm cho hành-khách cảm thấy mệt-mỏi khi phải chờ xe rất lâu!</p> <p>[With ST3 or not, it does not influence anything in regard to times of service hours in order to have our passengers feel tired when they have to wait for a long period of time!]</p>
Vietnamese	I'm totaly agree.
Vietnamese	very good

Vietnamese	<p>Tôi thích kế hoạch này. Nhưng nghĩ rằng thời gian thi công quá dài. Nếu toàn bộ kế hoạch được hoàn tất trong vòng 10 năm thì sẽ tốt hơn.</p> <p>[I like this plan. But I think the construction period is too long. If the entire plan can be completed within 10 years, it would be better.]</p>
Vietnamese	<p>Xa lộ 405 di hướng bắc kẹt xe , nếu mở rộng đi Bellevue, và những vùng lân cận , tôi đồng ý.</p> <p>[Interstate 405-North congestion, if the expansion goes to Bellevue and the greater areas, I agree.]</p>
Vietnamese	<p>Mở ra nhiều, nhưng phải làm trên cao hay dưới lòng đất, và đặc-biệt là kiểm-soát vé gắ-giao chống thất-thu</p> <p>[Open frequently, but also do it up high or underground, and particularly examine tickets to prevent revenue loss.]</p>